3M MICROFILM

START OF ROLL

ROLL NO.

209

CONSTRUCTION CONTRACTS

8909-

OREGON DEPARTMENT OF TRANSPORTATION

1979 E. Fremont Br. Conn. on FAU 9910 in Portland (gr, pave, sign & illum.) 8909 #1

CONTINUED

Smead
No. 2-152-5L
HASTINGS, MN. - LOS ANGELES
LOGAN OH - McGREGOR, TX U. S. A

8909

RECEIVED
SEP 8 - 1970

REFERRED TO
admin
BY SECRETARY

RE[illegible]RED TO
Hall - Young
BY ASST. STATE HWY. ENGR.

OR FILE

Ira C. Keller
Chairman
Harold Halvorsen
Secretary
Vincent Raschio
Edward H. Louk
John S. Griffith

Conrad
Gray
Neuns - Portland

PORTLAND DEVELOPMENT COMMISSION

1700 S.W. FOURTH AVENUE • PORTLAND, OREGON 97201 • 224-4800

August 31, 1970

John B. Kenward
Executive Director

Klahal

E Emanuel Dist

NOTED
R. L. PORTER

TO ALL PROPERTY OWNERS AND RESIDENTS OF EMANUEL HOSPITAL PROJECT:

The Portland Development Commission, in cooperation with the Emanuel Hospital and the City of Portland, is presently planning and will soon be carrying out an urban renewal project for the development of a medical and hospital complex in the area where your home or business is located. As an owner or occupant of property within this area (see attached boundary map), you will be directly affected if the project is finally approved by the Federal Government.

Present plans for the project include expansion of Emanuel Hospital to provide needed space to meet the growing demands for medical facilities in the Albina Area and the City of Portland.

This letter is NOT A REQUEST TO MOVE. We are nearing the end of the planning stage and merely wish to inform you now of some of the benefits to which you may be entitled because if you move before the Portland Development Commission has received final Federal approval for the project, you will not be eligible for assistance. It is to your advantage to remain in your present location until you hear from us further.

NOTED
F. B. KLABOE

Following Federal approval of the project, the Commission will be able to offer the following types of financial assistance to families, individuals, and businesses in the project area:

1. Relocation Payments. Payments of moving expenses of families, individuals, and businesses within certain limits.

2. Additional Relocation Payments. Additional payments are available to families or elderly individuals who are unable to secure facilities in low-cost public housing, and who meet other income and housing requirements.

3. Replacement Housing Payments. Payments of up to $5,000 may be made to certain owner-occupants meeting the proper requirements.

4. Small Business Displacement Payments. Payments may be made, in the set amount of $2,500, to businesses which are established in the project area on July 29, 1970 and which continue under the same principal ownership in the project area until the date of Federal approval of the project, and which meet certain income qualifications.

5. Additional Assistance. The Commission will be able to help in your efforts to find another residence or business site, as well as assist you in contacting other agencies which may be of service to you.

NOTED
TOM EDWARDS

Copies to Hall + Young 9/3/70

Once again, this letter is NOT A REQUEST FOR YOU TO MOVE. We urge you not to move prematurely - such action will jeopardize your eligibility for assistance.

An office will be opened within the next few months depending upon the date of Federal approval of the project. Assistance will be available to you in the procedures necessary to obtain the relocation payments for which you may be eligible.

Please do not hestitate to call regarding any questions you may have about activity in the project area. Until the project site office is opened, you may reach a member of the Commission's Relocation Staff by telephoning 224-4800.

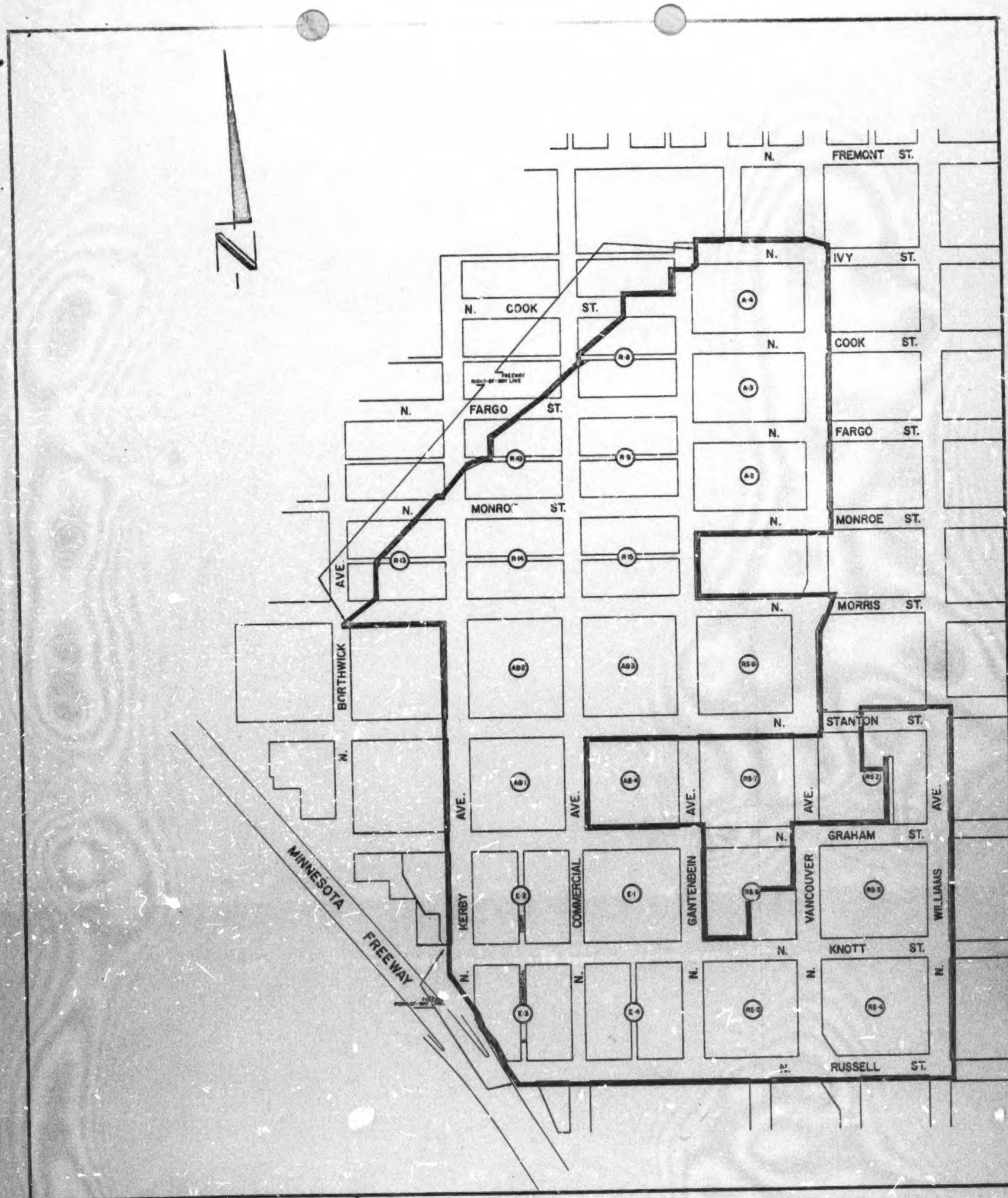
Sincerely,

John B. Kenward
Executive Director

JBK:ves
Attachment

RECEIVED
SEP 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 2 1970
OREGON
STATE HIGHWAY COMMISSION



EMANUEL HOSPITAL PROJECT
ORE R-20
PORTLAND DEVELOPMENT COMMISSION
PORTLAND, MULTNOMAH COUNTY, OREGON
JANUARY 18TH 1965 MFW SCALE 1"=100'

BOUNDARY CHANGES 5-69
REVISION

BOUNDARY MAP

1

RECEIVED
NOV 12 1969
FOR FILING

8909

3103.

November 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: East Fremont Interchange, Stadium Freeway
Multnomah County, Your Ref: 08-35.3/411.8

This is in reply to your letter of October 23 concerning the Emanuel Hospital project and its relation to any existing or proposed highway facilities.

The right-of-way as shown on the map which you enclosed is that which has been purchased and is sufficient for our present proposed construction. It appears from the map that Ivy Street is within the boundary of the proposed facility. Our eastbound ramp from the Fremont Bridge connects to this street which must remain open for service. So long as this boundary line does not indicate a street closure, we would not object to it.

The possible future Northeast Freeway could require some of the area in question; however, at this time we do not have anything but a very preliminary design and would be in no position to establish right-of-way requirements. If or when this future additional facility is contemplated, we will at that time study our right-of-way needs in relation to what exists.

Thank you for the opportunity to review the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
(K3103) Victor D. Wolfe
D. J. Barbee
L. H. Young
A. E. Johnson - Enc.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 23, 1969

In reply refer to: 08-35.3/411.8

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: HUD Project No. Oregon R-20
Emanuel Hospital Project
Portland, Oregon
Part I - Loan and Grant Application

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Enclosed is a locality map of Portland which shows the existing street and freeway system in the vicinity of the subject project. This map was provided by the Portland Development Commission through the Renewal Assistance Office of HUD.

Please review this map for accuracy and completeness and return a copy indicating any highway contemplated, planned, or under construction, including the East Fremont Interchange and the Northeast (Rose City) Freeway. I would also appreciate any additional comments you might care to make on this subject.

Enclosure
Map

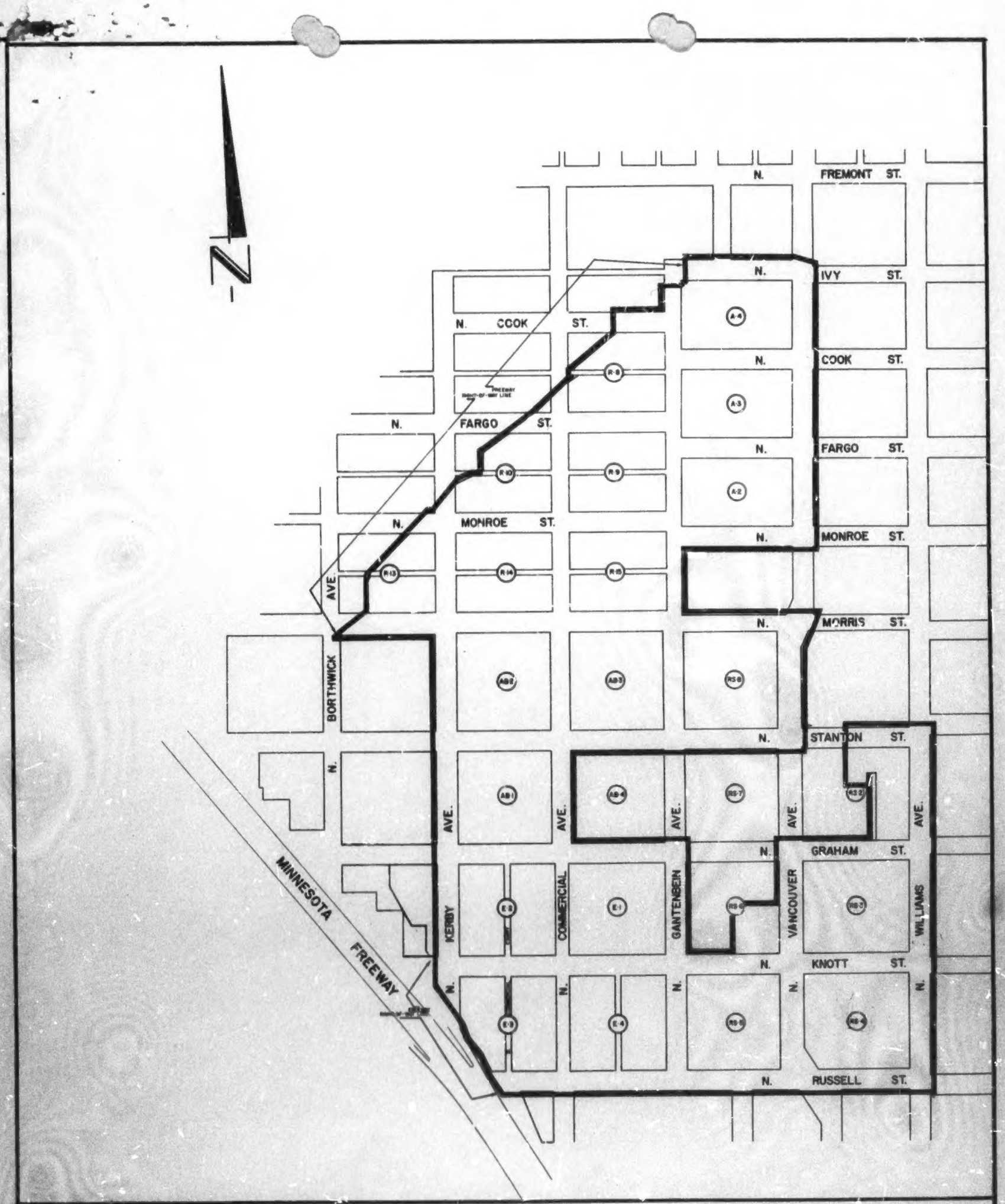
Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
P. Olson
Carstensen

RECEIVED
OCT 28 1969
DESIGN
DIVISION

orig to Barbee w/enc.
10-28-69

RECEIVED
OCT 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



EMANUEL HOSPITAL PROJECT
ORE R-20
PORTLAND DEVELOPMENT COMMISSION
PORTLAND, MULTNOMAH COUNTY, OREGON
JANUARY 10TH, 1969 WFW SCALE 1"=100'

REVISION

BOUNDARY MAP

1

EXHIBIT A

RECEIVED
FEB 11 1969
FOR FILING

8909

February 10, 1969

2711

Mr. John B. Kenward
Executive Director
Portland Development Commission
1700 S. W. Fourth Avenue
Portland, Oregon 97201

Dear Mr. Kenward:

Re: East Fremont Interchange, Stadium Freeway, Multnomah County

This is in answer to your notice of January 18 concerning the proposed Emanuel Hospital Urban Renewal Project in the city of Portland.

We have purchased all the right-of-way necessary for our present highway plans in this area and have no objections to the proposal.

Thank you for the opportunity to review the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2711
D. J. Barbee

DNS:jp srb

Ira C. Keller
Chairman

A. V. Fonder
Secretary

Harold Halvorsen
Vincent Raschio
Edward H. Look

PORTLAND DEVELOPMENT COMMISSION

1700 S.W. FOURTH AVENUE • PORTLAND, OREGON 97201 • 226-4036

John B. Kenward
Executive Director

REFERRED TO
Admin
BY SECRETARY

January 28, 1969

.8357

TO: PROPERTY OWNERS AND MANAGERS OF PROPERTIES IN THE PROPOSED EMANUEL HOSPITAL URBAN RENEWAL PROJECT AREA (AS OUTLINED ON THE ATTACHED BOUNDARY MAP):

The purpose of this letter is to advise you that the Portland Development Commission is the duly designated Urban Renewal Agency of the City of Portland; and, further, that this Commission will soon be undertaking a survey of the physical condition of structures in your area for the purpose of gathering information necessary to prepare an application for federal financial assistance from the Department of Housing and Urban Development. Upon approval, the project will be carried out by this Commission with the financial assistance of the Federal Government and the Emanuel Hospital.

The information gathered is to be used for the purpose of determining the condition of the structures in the proposed project area as a whole in order to comply with requirements of Federal, State, and local laws. This survey will be conducted by building inspectors of the City of Portland working under contract with this Commission.

For budgeting purposes it shall be necessary that we gather information pertaining to current property values. Therefore, independent fee appraisers shall be employed to prepare estimates of property values.

In addition, several members of our staff will be gathering information about the relocation needs of businesses, families, and individuals in the proposed project area. If the project becomes approved, this Commission will provide certain assistance to businesses, families, and individuals who must move as future hospital development takes place. It is, therefore, necessary for this Commission to acquire a great deal of information about you and others who live or have places of business in the proposed project area.

Since we may not at this time be aware of your property possibly having been sold on contract, leased, or rented, it would be of immeasurable assistance to the inspectors, appraisers, and members of our staff in obtaining the required information if you would notify other parties who may have an interest in your property about the forthcoming activities of this Commission.

Your cooperation and assistance in these surveys will be truly appreciated. Through the combined efforts of citizens and government we may realize the development of increased and improved hospital facilities which will contribute to the health and welfare of the citizens of the entire metropolitan

RECEIVED
JAN 29 1969
OREGON
STATE HIGHWAY COMMISSION

Routing
Hamilton
A. Olson
Sample
Terpin
Swenson
RECEIVED
FEB 3 1969
DESIGN
DIVISION
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

area. At the same time, we will be able to make plans to assist in relocating those businesses, families, and individuals in the proposed project area. We shall be pleased to respond to any questions you may have. Visit or call the Portland Development Commission at 1700 S. W. Fourth Avenue, 226-4036.

Respectfully,

John B. Kenward
Executive Director

JBK:ves
Attachment

RECEIVED
JAN 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

EMANUEL HOSPITAL AREA

PORTLAND DEVELOPMENT COMMISSION

PORTLAND, MULTNOMAH COUNTY, OREGON

SCALE 1"=100'

REVISION

BOUNDARY - MAP

RECEIVED
DEC 11 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 5, 1968

In reply refer to: 08-35-DA

8909

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches

Mr. Merchant's October 24, 1968 letter requested early consideration and approval of a proposal to include as part of the bidding plans the installation of Rich's Hi-Dro Cushion Cells at several gore points on the East and West Fremont Interchanges.

We have no objection to the use of these protective devices provided all recent improvements are incorporated into the design and specifications; however, it is recommended that the work be designated as experimental under the liberalized provisions set forth for category 2 items of PPM 20-6.3. This procedure would enable the State to designate trade names without conflicting with PPM 40-3.1 as well as assure proper dissemination of information to appropriate offices.

Copy Merchant Young 12-11-68

NOTED
TOM EDWARDS

RECEIVED
DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Const
Proj
Rmds - Portland

E Tremont
Lt

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 24, 1968

Mr. R. E. Simpson
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: East & West Fremont Interchanges
Stadium Freeway
Multnomah County
Bridge Nos. 8958 & 9268

Dear Sir:

In order to improve safety conditions at the gore points located at the intersection of the SE and SW, WE and WS, ES and EW lines on the West Fremont Interchange, and the L and SE, SE and SW, WE and EW, ES and ES, WE and WS, and WE and WW lines on the East Fremont Interchange, we propose to install a bank of Rich's Hi-Dro Cushion Cells, as shown on Drawing No. H320, 5 copies of which are attached.

This bank of cells at the gore are calculated to stop a 4,000 lb. vehicle moving at 30 miles per hour with an impact deceleration of approximately 8 G's.

We have studied several methods of protecting the traveling public from these gores and believe the Rich Hi-Dro Cushion Cell to be one which we would recommend using on this bridge. Protection of this nature is recommended by the AASHO Traffic Safety Committee in their report of February 1967, and we believe that on this structure we should explore the possibility of this type of traffic protection.

We are therefore presenting this method of gore protection for your approval and would appreciate your earliest consideration, as we feel that this equipment should be part of the bidding plans.

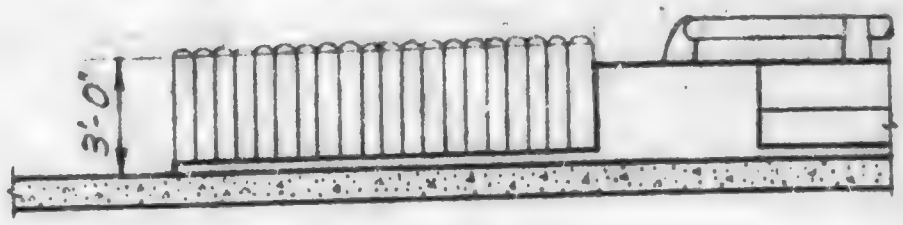
Very truly yours,

Ivan D. Marchant
Bridge Engineer
ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

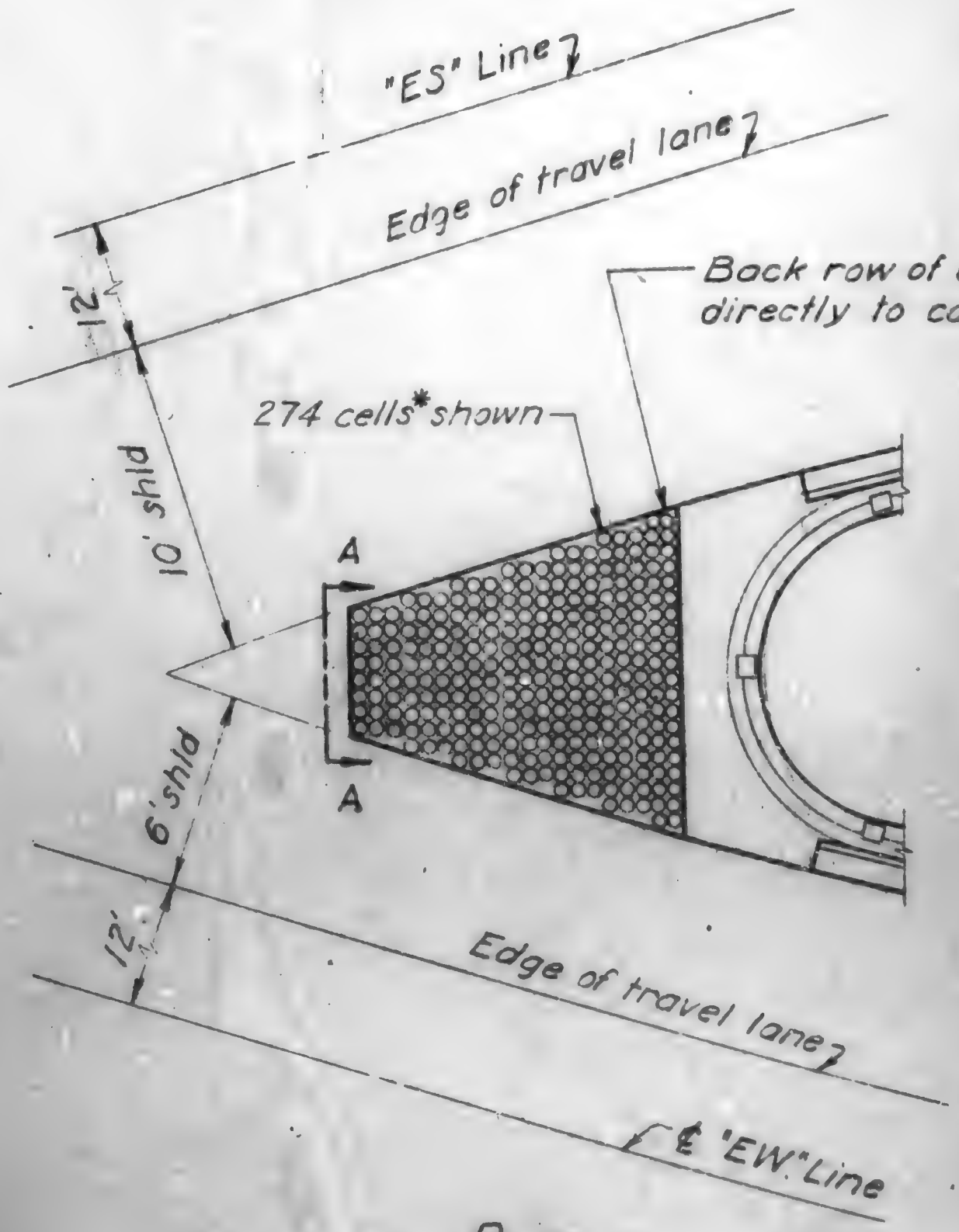
NOTED
TOM EDWARDS

TCR:jr
Attachments
cc: Tom Edwards (w/1 print)
C. H. Haisen
L. H. Young

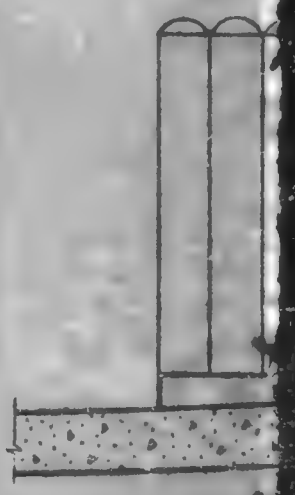
RECEIVED
OCT 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER



ELEVATION



PLAN
Scale: $\frac{3}{16}$"-1'-0"



* Rich's Hi-Dr

GORE POINT PROTECTION

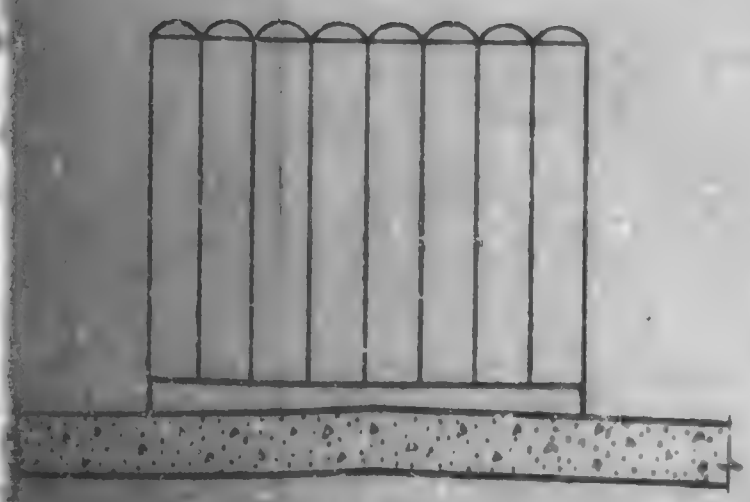
W. Fremont Intchge :

Intersection of Lines "SE" & "SW"
" " " "WE" & "WS"
" " " "ES" & "EW"

E. Fremont Intchge :

Intersection of Lines "L" & "SE"
" " " "SE" & "SW"
" " " "EN" & "EW"
" " " "NE" & "NW"
" " " "WE" & "WS"
" " " "WE" & "WN"

ttached
e.



SEC A-A
No Scale

Rich's Hi-Dro Cushion Cells

DESIGN CRITERION

1. Design vehicle : 4000#
2. Speed of impact : 50 MPH
3. Impact deceleration force: 8 G's

OREGON STATE HIGHWAY DEPARTM
BRIDGE DIVISION

EAST & WEST
FREMONT INTERCHANGE

APPROVED:
BRIDGE ENGINEER

DATE 9-26-68 BRIDGE NO.
DESIGNED
DRAWN DRAWING NO.

GORE POINT PROTECTION

W. Fremont Intchge :

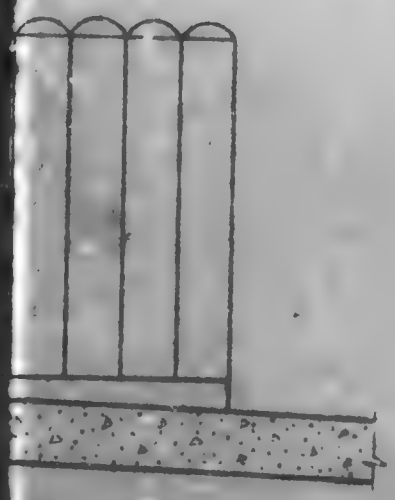
Intersection of Lines "SE" & "SW"
" " " "WE" & "WS"
" " " "ES" & "EW" (shown)

E. Fremont Intchge :

Intersection of Lines "L" & "SE"
" " " "SE" & "SW"
" " " "EN" & "EW"
" " " "NE" & "NW"
" " " "WE" & "WS"
" " " "WE" & "WN"

DESIGN CRITERION

1. Design vehicle : 4000#
2. Speed of impact : 50 MPH
3. Impact deceleration force: 8 G's



A-A
cale
ction Cells

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

EAST & WEST
FREMONT INTERCHANGE

APPROVED:
BRIDGE ENGINEER

DATE 9-26-68 BRIDGE NO. 9268
DESIGNED
DRAWN DRAWING NO. B 320

RECEIVED
OCT 17 1968
FOR FILE

8709

October 17, 1968

8902
1-5-6(18)301
1-205-6(1)303

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: OR-35-DA

This is in reply to your letter of September 26 in regard to deferring the construction of the ES, SE, EN and NE ramps of the East Fremont Interchange. It is still our opinion that we should not defer the construction of these ramps. Analysis of the traffic affected has been made by our Urban Studies Unit, which indicates overcapacity of many city streets. The traffic load on the Vancouver-Williams Avenue couplet will exceed capacity at the intersection with the Broadway-Weidler couplet. This has been brought about by the transfer of the traffic leaving and entering the freeway from the East Fremont Interchange to the Broadway-Weidler ramps. This also affects the weave on I-5 between the Banfield Freeway and the Broadway ramps. The increase in traffic weaving at this point will further increase the congestion and seriously affect the capacity of I-5.

Further analysis of the affected traffic indicates that removing these ramps from the East Fremont Interchange will increase the travel time for the motorist by approximately 381 hours a day. Even using a conservative figure of $2 per hour, this results in an additional annual travel time cost of $278,000 per year. With the estimate of $2,433,000 for the construction of these ramps and assuming a rate of return of six percent, in travel time savings alone these ramps would pay for themselves in less than seven and one-half years.

On this basis, and in view of the already seriously congested situation on I-5 between the Bonfield Freeway and the East Fremont Interchange, we strongly urge the approval of the construction of the ES, SE, EN, and NE ramps on the East Fremont Interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaben
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Crandall
L. H. Young
F. D. Morgan
H. S. Cox
D. H. Moehring
A. E. Johnson

RLS:mp srb

RIVER
FREEWAY
Albina
BROADWAY BRIDGE
BURNSIDE BRIDGE
STEEL BRIDGE
UNION AVE
GRAND AVE
MLK JR BLVD
WILLIAMS AVE
VANCOUVER AVE
FLINT AVE
KERBY
ALBINA
NORTHWICK
Jane Adams School
Rubon Boise School
Ellot School
IRVING DOCK
KERR BM 29 32
FLAT
POLE
TANK
PACIFIC
HOLLADAY
NASSAU
MISSISSIPPI
COMMERCIAL
MONROE
RUSSELL
KNOTT
GANTENBEIN
THOMPSON
SAN RAFAEL
YORK
CONCORD
MASON
SHAVER
WHEELER
MICHIGAN
HANCOCK
BENSON
ALBERTA
SUMNER
WILLIAM
MORRIS
CLARK
CLEVELAND
FREMONT
ALBERTA
ALBINA
NORTHWICK
KERBY
GANTENBEIN
FLINT
YANCOUVER
WILLIAMS
MISSISSIPPI
COMMERCIAL
MONROE
RUSSELL
KNOTT
GRANT
CLEVELAND
FREMONT
ALBERTA
ALBINA
NORTHWICK
KERBY
GANTENBEIN
FLINT
YANCOUVER
WILLIAMS
MISSISSIPPI
COMMERCIAL
MONROE
RUSSELL
KNOTT
GRANT
CLEVELAND
FREMONT

INTERSTATE
FREEWAY
FREEWAY
Albina
J. Thompson
RIVER
BROADWAY BRIDGE
McCRAW CO. TERMINALS WHARF
MERSEY DOCK
IRVING DOCK
CROWN MILLS
BASIN
KERN
BM 32'
FLAVEL
ALBINA
FLINT
VANCOUVER
WILLIAMS
BROADWAY
HOLLADAY
SCHOOL
Jane Adams
School
Irving
School

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: September 26, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(18)301, I-205-6(1)303
East Fremont Interchange

Mr. Klaboe's letter dated September 12, 1968 requests that we reconsider our decision to defer the construction of the ES, SE, EN, and NE ramps of the East Fremont Interchange.

Our letter to you dated August 26 indicated that the ramps in question should be deferred until such time as the Northeast Freeway is constructed. It was not our intention that the purchase of right of way in the area should be deferred.

As pointed out by Mr. Klaboe much design work and coordination between our staffs have taken place in the development of this interchange plan; however, it was not until your submission requesting that the Mt. Hood route be substituted for the Banfield freeway as I-80N that we were informed that the proposed Northeast freeway was not planned in the foreseeable future.

We suggest that you proceed with the acquisition of the city properties as originally planned so the city will not be left with two shops. We further recommend that if the city desires to utilize some of the interchange area underneath the structures that consideration should be given to obtain a right of way of limited verticle dimension.

REFERRED TO
Edwards = any new traffic figures that need to help?
BY ASST. STATE HWY. ENGR.

cc Morgan - Young - Mehring
Cop

RECEIVED
SEP 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1968
TRAFFIC ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1968
FOR FILING

8909

September 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: East Fremont Interchange, Stadium Freeway, Multnomah County

In reading your August 26 letter regarding the deferral of Interstate funds on four ramps of the East Fremont Interchange, we find ourselves placed in a very awkward position.

Our standard drawing shows the "limits of Interstate funds" to be at North Kerby Avenue which we have accepted in good faith. The basic design was approved December 1961 and the present revision was approved May 1967. On this basis, we have purchased all the right-of-way, except the City property, and caused the City of Portland to make extensive plans for the relocation of its City Shop complex. Phase 1 of these plans (the ground floor of the building facing Kerby between Stanton and Monroe) has already been constructed, and Phase 2 (the second floor of the same building) will be contracted for in the coming week. Under the plan for deferral of construction of the easterly ramps, the existing City Shops could be left intact and only a portion of a parking lot would be necessary at this time. This would leave the City with two shops.

Emanuel Hospital, lying just east of our interchange, is actively buying property for a major expansion program. We feel the service provided by our full interchange has had much to do with its plans.

Mr. Edwards' letter of August 1 to you shows that traffic can be adequately handled by the connecting street system and it is felt that the EN, NE, SE, and ES ramps should be constructed at this time in order to meet the commitments which have been made and to obtain maximum utilization of the facility.

With all the design work and cooperation between our engineering staffs which went into the plan for this interchange, it seems this stand on your part should have been brought to light at a much earlier date. As you have approved the construction of the four ramps with Interstate funds in the past, we request your reconsideration of this latest decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabon
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Ivan Marchant
F. D. Morgan
L. H. Young
A. E. Johnson

ADO:jp srb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 26, 1968

In reply refer to: 08-35-DA

orig to Edwards & Kloboe

See back of 2nd Sheet

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-5-6(18)301 and I-405-8(1)303
East Fremont Interchange

Please refer to your letter dated August 1 concerning plans for the staging of construction of the East Fremont Interchange.

When the preliminary layouts for this interchange were developed and approved in 1961, there were definite plans envisioned for early construction of the Northeast Freeway connecting facility. We now have an indication from you, as set forth in your August 1 letter, that this facility will be staged for construction some time after completion of the Mt. Hood Freeway and that you are not in a position to make a commitment on the facility at this time. The construction cost of this interchange, estimated at upwards of $17,000,000, represents a very large investment of highway funds. We are concerned that the returns on this investment in public benefits will not be fully realized until the connecting facility for which this interchange was planned is completed and under traffic.

Therefore, we plan to defer authorization to construct certain ramps connecting to this future facility until such time as the Northeast Freeway is constructed.

We recognize substantial traffic benefits can be gained by connecting the Fremont Bridge into the street system serving the northeast area as proposed and recommend that the EW and WE roadways be included in the initial stage of construction. We see no similar advantage to the EN, NE, SE and ES ramps connecting the street system to I-5. We recommend that these four ramps be deferred. The omission of these ramps will also lessen the concentration of traffic on the connecting streets and will reduce congestion. Movements from the northeast onto I-5 can be better served through the adjacent interchanges in the interim period until the Northeast Freeway is completed and open to traffic.

The PS&E for the construction of the East Fremont Interchange should be developed omitting the EN, NE, SE and ES ramps; however, provisions should be made for the possibility of their future construction. Federal-aid Interstate funds may participate in the future construction of the deferred ramps provided they are constructed within the statutory time limit set for the completion of the Interstate system.

(more)

Copies to Morgan Young 8-28-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We have completed our review of the revised East Fremont Interchange plans submitted with your letter dated May 31. We approve the plans subject to the above mentioned comments.

RECEIVED
AUG 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 - 1968
FOR FILING
8909

August 1, 1968

6738

Mr. B. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Your letter of July 10 requested our comments on the staging of the East Fremont Interchange.

The study completed by the Highway Department in 1955 recommended the construction of the Northeast Freeway. The Portland-Vancouver Metropolitan Traffic Study has always included this freeway as a part of the total transportation plan in the city of Portland. The report of Wilbur Smith and Associates indicates the need for its construction. If my memory serves me correctly, an application was made to the Bureau of Public Roads for its inclusion as an addition to the Interstate System, which was rejected.

I have no doubt, however, that the construction and financing of this facility will be approved at the appropriate time if the Department of Transportation's concept of development of the total transportation plan is followed.

The Wilbur Smith report which was furnished with respect to I-80N carries the latest and most pertinent data as to its need. At this time it would appear that it should follow in the transportation plan development sometime after the completion of the Mt. Hood Freeway. We believe that neither the Highway Department nor the Bureau is in a position at this time to commit the construction of this facility; however, we do recognize its eventual need. We have, therefore, analyzed the effect that the present stage construction would have on the existing total system.

The attached sketch map indicates the 1972 and 1990 ADT's as well as the capacities of the major city streets affected. The only section of the existing street system which will be over capacity is Fremont Street between the Vancouver-Williams Couplet and Union Avenue.

This problem can be handled by either of two methods. The first (and preferred) would be to extend the Ivy-Fremont Street Couplet to Union Avenue. It would provide more than adequate capacity and is the method of treatment shown on the sketch map. A second alternative would be to widen Fremont Street through this section to provide four-lane operation. This would also adequately handle the traffic until at least the year 1980. This is also approximately the year that Fremont Street would exceed capacity to the east of Union Avenue under its existing condition.

The choice of the two alternates would have to be made after consultation and agreement with the City of Portland. It is quite apparent, however, that the existing street system can easily handle the traffic volumes until the year 1980. It is presumed that by then a method of financing the Northeast Freeway will have been determined and that it will be under construction or built.

If we can be of any further assistance, or have not provided you with sufficient data, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

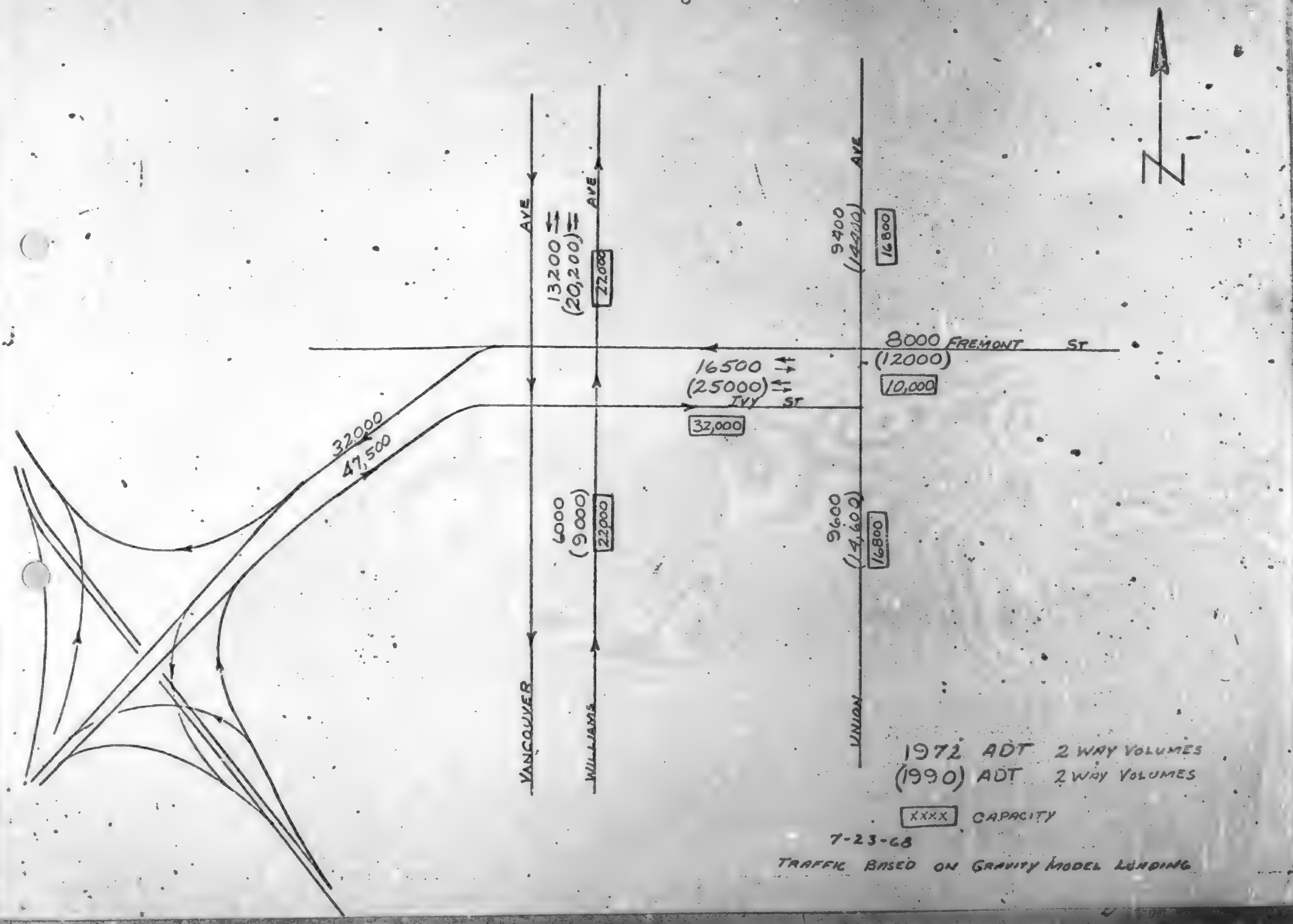
By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
F. B. Crandall
L. H. Young (enc.)

RLS:mp/TE:ja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VANCOUVER
WILLIAMS
UNION
1972 ADT 2 WAY VOLUMES
(1990) ADT 2 WAY VOLUMES
XXXX CAPACITY
7-23-68
TRAFFIC BASED ON GRAVITY MODEL LANDING

Form FH-12Y (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: July 10, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)303 and I-5-6(18)301
East Fremont Interchange

The basic design of the East Fremont Interchange has been predicated on the assumption that it would eventually connect to the future Northeast Freeway. The design was approved and the participating limits set on that basis. It now appears that the future of the Northeast Freeway is rather indefinite.

Mr. G. M. Williams' memorandum dated September 1964 sets forth the criteria that Federal-aid Interstate funds may participate provided that the work is completed within the statutory time limit set for completion of the Interstate System and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

We are now confronted with a matter of staging the construction of this interchange; a commitment regarding the construction of the freeway facility; and the ability of the local streets to handle the traffic on an interim basis.

We would appreciate your comments regarding these items.

Bud RS

RECEIVED
JUL 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Ref'd to Edwards 7-15-68

RECEIVED
JUL 16 1968
TRAFFIC ENGINEERING

B/up 7/23

NOTED
F. B. KLAUS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

8909

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 3, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Div Engr, by R. H. Tokerud, Div Bridge Engr
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches

Your letter of February 29, 1968 transmitted steel box girder design data, prepared by your consultant, for our review and comments. We have examined the comprehensive analysis made for the evaluation of primary and secondary stresses in the box members and on this basis we find the design criteria satisfactory as proposed.

We note that on Sheet 6 of the calculations the center-to-center spacing of the 8-foot deep boxes does not agree with the overall roadway dimension. This will result in a small reduction of live load distribution to the girders.

Copy sent 4-5-68 Don

young 4-9-68

NOTED
JOM EDWARDS

RECEIVED
APR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 4 - 1968
FOR FILING
Court
Projects
Muni Portland
E & Fre. Int

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 29, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Attention: Roy H. Tokerud

Subject: Oregon Project - I-405-8(1)301
Fremont Bridge Approaches
Ref: 08-35.6

Dear Sir:

Please refer to your memorandum dated October 16, 1967, regarding preliminary approval for the preliminary plans of the Fremont Approaches. In this memorandum, items 1 and 2 indicated a reservation on certain items of design of the steel box girders and requested further material and design criteria from the consultant.

To resolve these reservations, the consultant has completely designed box girder series Unit 1-EW. Two copies of the design calculations are attached herewith. Also enclosed herewith are two copies of the consultant's letter of transmittal of the above-mentioned design calculations, dated February 23, 1968; two copies each of three pages of design criteria, which the consultant proposes to use for this portion of the structure design; two copies each of a letter of inter-office correspondence dated September 9, 1965; and 15 sheets of calculations for curve girder design dated August 6, 1965, by Jack Kopetz. The last-mentioned items are design criteria developed by the consultant on other projects of a similar nature. Also attached are 6 sheets of miscellaneous material.

At the present time, the State is reviewing the above-mentioned material. Will you please review the material and advise the State of your comments or any items which you believe should warrant further study in this design project.

Very truly yours,

IDM:jr
Attachments

cc: Tom Edwards

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

RECEIVED
FEB 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1967
FOR FILING
8909

December 14, 1967

2174

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Emanuel Hospital Project
Portland, Oregon

This is in answer to your letter dated December 6 regarding urban renewal areas in the city of Portland. You have requested in particular that we review the Emanuel Hospital project with regard to completeness and accuracy in connection with construction in this area. From the 1" - 2000' map enclosed, it is difficult to check any features; however, we have purchased all our necessary right-of-way in this area so no conflict should arise.

As far as the other areas shown on the map are concerned, we have either constructed our facility, purchased the right-of-way, or are negotiating with the Railroad concerned. There should be no conflict in any of the renewal areas.

NOTED
F.P. KLABOE

Thank you for the opportunity to review the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. P. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. E. Johnson - Enc.

DNS:jr srb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 6, 1967

In reply refer to: 08-35.3/411.8

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Emmanuel Hospital Project

Enclosed is a locality map of Portland, Oregon showing several urban renewal areas in that city. Of particular concern at the present time is the Emmanuel Hospital area for which a survey and planning application has been filed under Project No. ORE R-20 with the Department of Housing and Urban Development.

It is noted that the proposed project adjoins the interchange area of I-5 and I-405 at the east end of the Fremont Bridge. Please review this submission with regard to the completeness and accuracy in connection with contemplated construction in this area.

An early reply would be appreciated.

Enclosure

orig to Morgan R/W
copy to Young
12-8-67

RECEIVED
DEC 8 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

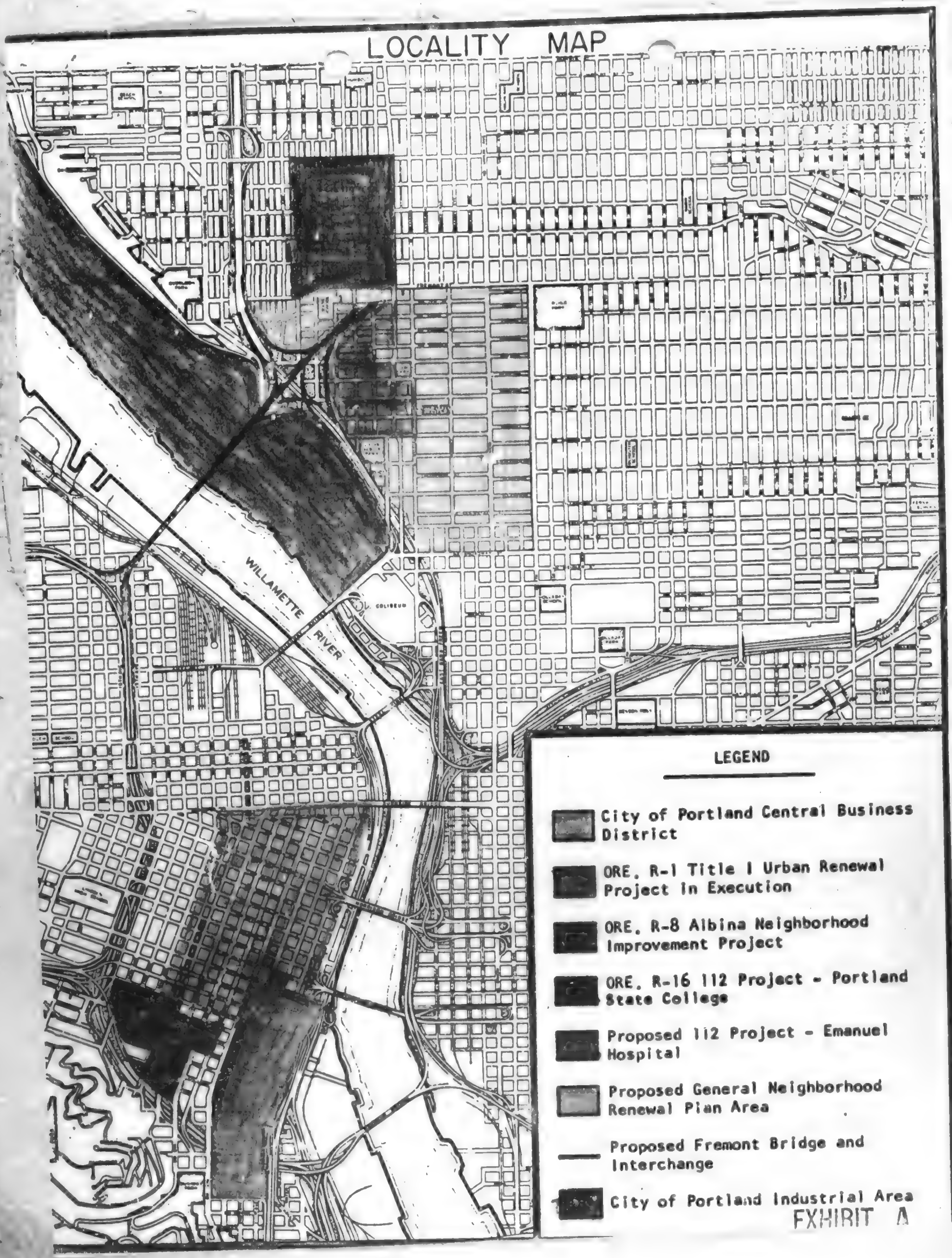
Routing

Morgan		Pease	
Decker		Morelock	
Bond		Trout	
Barbee		Scott	
Walker		Wills	
Glenn		Litchfield	
Swan		Olson	

RECEIVED
DEC 11 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

LOCALITY MAP



LEGEND

- City of Portland Central Business District
- ORE. R-1 Title I Urban Renewal Project in Execution
- ORE. R-8 Albina Neighborhood Improvement Project
- ORE. R-16 112 Project - Portland State College
- Proposed 112 Project - Emanuel Hospital
- Proposed General Neighborhood Renewal Plan Area
- Proposed Fremont Bridge and Interchange
- City of Portland Industrial Area

EXHIBIT A

RECEIVED
NOV 30 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : 8909 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 28, 1967

In reply refer to: 08-35.6

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Preliminary Plans
6104

Reference is made to Mr. Merchant's letter of November 13, 1967 transmitting two sets of revised preliminary plans for the West Fremont Bridge Approaches and Mr. Edwards' letter of November 21, 1967.

The revised preliminary plans for the West Fremont Bridge Approach are approved with the understanding that the items covered in Mr. Edwards' November 21 letter will be considered and revisions made where appropriate. We offer the following further comments:

1. With respect to the lighting requirements discussed in Item 6 of Mr. Edwards' November 21 letter, we assume that the comments are also applicable to the main river spans and that coordination between the two projects is being accomplished.

2. We note that the typical sections on the plans include roadway widths of 46 feet (sheet 3) and 58 feet (sheet 4). These widths do not seem to be applicable to any of the roadways as revised. On the other hand, typical sections are not shown for the 38-foot and 64-foot roadways as proposed for the southerly approach of the East and West Fremont Interchanges, respectively.

3. Although we have not checked the plan dimensions in any detail, we did note an apparent discrepancy in span length between Piers 2 and 3 of the EW line. The dimensions on sheets 7 and 17 indicate a span length of 170 feet while the stationing and also sheet 18 show the WE line span length to be 166 feet.

4. On sheet 56 the signs for the lower roadway near the gore point at Station WS 380+25 should be repositioned over the appropriate lanes.

5. The plans show three signs for the upper deck traffic at Station EW 370+20 in advance of the gore point. We believe the number of signs at this location should be limited to two.

Copy to Merchant (Forwarded Copy to Bleistein) 11-24-67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 22 1967
FOR FILING

I-405-8(22)304
7310
Rec.

6104

November 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Preliminary Plans

Your File: 08-35.6

Dear Sir:

Reply is made to your letter of October 16. We answer your questions in turn as follows:

1. We will advise the consultant by a copy of your letter of the design criteria.

2. Same as above.

3. Same as above.

4. We are studying the problem of energy absorbing impact devices. Our studies at the moment are confined to (a) breakable imbedded posts, (b) sandbag placement, and (c) waterfilled bag placement, none of which appear to have too much merit. We are, by a copy of this letter, asking the consultant to provide for longer gore areas where practical.

5. We are not in accord with rumble stripe on shoulders. The situation is complicated by the fact that the upper deck will be asphaltic concrete which is not susceptible to satisfactory rumble stripping. I would suggest that the matter best be disregarded at this time and if actual operation indicates the need of controlling the laning, it shall be taken care of at that time.

6. Design criteria of 2.5 foot candles initial may be slightly high. I quote, however, from pages 35 and 36 of the Special AASHO Traffic Safety Committee Report dated February, 1967:

> "...However, there are critical locations such as weaving areas, exit and entrance ramps, and junctions that should be identified and illuminated with adequate lighting..."

The high volumes to which this structure will be subjected, together with the weaving and the number of gore areas needing protection as outlined in Item 4, would indicate a lighting need in excess of the 1.2 foot candles. Previous discussions with your office indicated acceptability of 2.0 foot candles and we are so advising the consultant.

7. In our mind there is doubt as to the advisability of using a pole mounting height in excess of 30 feet. Due to the multilevel situation encountered throughout this interchange area, it could well be that the 50-foot mounting height would result in lighting the wrong roadway at a higher level. We would recommend you not force the use of 50-foot poles for this reason.

8. We are, by a copy of your letter, advising the consultant of your thoughts with regard to the under deck lighting. We are sure that their experience and knowledge in this matter will result in an appropriate solution.

9. We will require test piling to establish allowable pile loads.

10. We will (and did, in fact) stress in our discussion with the consultant a need of adequate water control. I am sure this will be taken care of.

11. We are advising the consultant by a copy of this letter of the apparent omission of the term $\pi/2$ in Item III G.3.d. of the design criteria.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. M. Young

TE:ja

cc Howard, Needles,
Tammen & Bergendoff (enc.)

RECEIVED
COMMISSIONERS
NOV 13 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

Ernst
Ivey
Munn Portland
E Fremont

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

Re: East & West Fremont Br. Approaches
Preliminary Plans & Preliminary
Design Studies
Bridges No. 8958 & 9268
FAP No. I-405-8(1)301
Howard, Needles, Tammen &
Bergendoff Engineering Agreement

I am transmitting two sets of our consultant's preliminary design studies for the West Approach Interchange to the Fremont Bridge. These plans have been revised to indicate the revised roadway widths per our instructions to the consultant August 31, 1967. These are forwarded you for your review and comment. I would appreciate the results of your study at the earliest practical date.

I am also enclosing a copy of our consultant's letter of October 31, 1967, wherein he indicates that East Approach Interchange preliminary studies will be completed as soon as he has our comments on the West Approach studies.

Very truly yours,

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: Tom Edwards

RECEIVED
NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM E-30 80M 12-63 SEXTR

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1967

SUBJECT: Lighting Plans
Fremont Bridge Approaches
I-405 - Portland

To: Ivan Merchant
Bridge Engineer
B U I L D I N G

L

As requested, we have reviewed the consultant's lighting plans for the above project. Although, because of illness, Merle Bailey has been unable to give these plans a detailed review, the plans appear to follow the criteria established in my letter of May 17.

The Bureau's letter raises several points concerning this design. Our comments on the numbered items in the letter are:

6. The 2.5 average initial foot-candles of roadway illumination is admittedly higher than recommended in the AASHO Lighting Guide and BPR IM 40-2-65. However, the Marquam Bridge had average initial value ranging from 1.0 to 1.3. The resulting light is not sufficient for optimum operation. The Fremont Bridge has operating characteristics very similar to the Marquam. Therefore, we have specified the higher foot-candle value.

7. Consideration was given to mounting heights in excess of 30 feet when the design criteria were established. However, this relatively short section would be the only portion of the Portland freeway loop with the higher mounting heights. For uniformity and for simplicity of maintenance, it was deemed advisable to retain the 30-foot mounting height.

8. We, too, are somewhat concerned about the possibility of objectionable glare from the 400-watt mercury-vapor floodlight units proposed for underdeck lighting. It is requested that the consultant furnish catalog material, cutoff limits, etc. for this unit.

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachments

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 20 1967
PM
7,8,9,10,11,12,1,2,3,4,5,6

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

8909

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Approaches
Preliminary Engineering

In confirmation of our verbal advice you were authorized to proceed with the preparation of construction plans (PS&E) phase of the Fremont Bridge Approach section of the subject project effective October 16, 1967. Our October 16 memorandum approved, with stipulations, the preliminary plans of the Consultant: Howard, Needles, Tammen and Bergendoff.

NOTED
F.B. KLABOE

11-14-67

REFERRED TO
Edwards-Young
BY ASST. STATE HWY. ENGR

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Ivan Merchant 11-15-67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : **Mr. Forrest Cooper, State Highway Engineer**
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: **October 16, 1967**

In reply refer to: **08-35.6**

FROM : **G. R. Brooks, Assistant Division Engineer**
Salem, Oregon

PLEASE RETURN TO
TOM EDWARDS

SUBJECT: **Oregon Project I-405-8(1)301, Fremont Bridge Approaches**
Preliminary Plans

The preliminary plans and design report submitted with your letter of September 8, 1967 have been reviewed and approval is hereby given for the recommended Alternate A span arrangement with Type I structure and Type F piers, as defined on page 14 of the design report. This approval is subject to the making of necessary revisions to accommodate the increased shoulder widths previously approved, and subject to consideration of the following comments:

1. It is noted that the Design Criteria for the proposed steel box girders is substantially the same as that prepared for AASHO under the direction of Mr. Fountain of U. S. Steel. In the Criteria drafted for AASHO, there is a limitation as to the spacing between cells, which has been exceeded in the proposed design. The commentary accompanying the AASHO Criteria contains the following:

"These limitations are necessary because the provisions of the Criteria concerning lateral distribution of loads, secondary bending stresses, and the effectiveness of the bottom flange plate are based on an extensive study of the box girder bridges the proportions of which conform to these limitations. The extent to which conclusions drawn from this study are valid for box girder bridges not conforming to the specified limitations is uncertain. Hence, bridges which do not conform should be studied using one of the available methods of structural analysis."

2. In this regard we note that the consultant has not used the provisions for laterial distribution of live load contained in the AASHO Criteria. In addition, we believe that further evaluation of secondary bending stresses and the stresses involved in the design of the bottom flange is warranted before approving the Criteria for design of the steel boxes proposed for this project.

(more)

Edwards
Warnock
Young 10-18-67 Ivor Dissent Copy to file

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. It is noted that with the full width shoulders some spans, if loaded in accordance with AASHO Article 1.2.6, will be designed for two more traffic lanes than would normally be on the roadway. For example, the 4-lane section with 68-foot roadway would be designed for 6 lanes of live load. We believe 5 lanes would be more appropriate and recommend that the number of design lanes not exceed the number of normal travel lanes by more than one for the various roadway widths.

4. As previously discussed, we believe the design should include some type of energy-absorbing impact devices at the gore points. To permit a proper installation it appears that longer gore areas may have to be provided than now shown on the plans.

5. As previously suggested we recommend that some rumble concept or other means be provided to delineate and separate the travel lane from the shoulder area. With the full width shoulder and curving ramps we believe special measures are warranted to prevent general use of the shoulder area. The positive treatment would also alert the wandering driver.

6. The design criterion of 2.5 average initial foot candles of roadway illumination is considerably higher than recommended values in the AASHO Lighting Guide and BPR IM 40-2-65 of up to 1.2 initial foot candles. On long structures lighting levels somewhat higher than 1.2 may be justified for reasons of safety and policing. Use of a lighting level somewhat above 1.2 foot candles may be justified, but satisfactory documentation would be required to support this higher level.

7. We recommend that study be given to the possibility of using a mounting height greater than 30 feet for pole-mounted luminaires. It would be desirable to evaluate the comparative costs and lighting results from higher mountings. In this regard, the use of longer pole spacing and possibly the staggering of poles in certain areas should be considered.

8. We are concerned with the possibility of objectionable glare from the 400-watt mercury floodlights proposed for underdeck lighting. It seems preferable to use conventional mercury roadway luminaires for these locations, possibly restricted to not more than 250 watts. The design criteria indicates that a mounting height of at least 24 feet can be secured, and the lower wattage luminaires should be properly spaced to secure adequate levels and uniformity of illumination.

(more)

9. We note the proposal on page 9 of the report to use H piles with combination end bearing and side friction. We recommend that some test piles be driven and test-loaded as justification for such assumption and also to establish allowable pile loads.

10. The hinge and expansion joint details shown on Sheet 6 do not indicate any water stops or troughs. If such type of joints are to be used, some provision should be made to intercept the water, particularly at the upper deck level.

11. In item III G.3.d. of the Design Criteria for steel girders, the term $\pi/2$ appears to have been omitted from the equation for bottom flange stress. It should be inserted in the equation so as to read "sin $\pi/2$".

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1967
FOR FILING
8909

September 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. Roy Tokarud

Re: East and West Fremont
Bridge Approaches
Preliminary Plans and
Preliminary Design Studies
Bridges No. 8958, 9268

Dear Sir:

Under Item I, "Things to be Done by Consultant", Item 1.(c), it is required that no final design work shall be done until such time as the State delivers to the consultant said approved preliminary plans.

On August 22, 1967, you were handed two copies of a preliminary design study and two sets of preliminary plans covering the East and West Fremont Bridge approaches. The consultant, on July 18, had been furnished drawings indicating revised roadway widths approved by the Bureau. This July 18 submission did not permit the consultant to make revisions in roadway widths or make any necessary span revisions due to the revised roadway widths.

On August 31, members of the consultant's firm were in this office and at that time furnished the State with five additional sets of plans in which Sheets 7 and 27 have been revised in red to indicate the roadway widths proposed for construction and to indicate in a preliminary way the span length revisions made necessary by the revised roadways. At this meeting, a lengthy discussion was had between the consultant and the State on the criteria for the design of structures in the back part of the preliminary report. Four copies of the preliminary plans with the

roadway revisions marked as mentioned above and four copies of the preliminary design studies with the State's notes and comments are handed you herewith.

On August 29, discussions were had with members of your staff regarding the superstructure type for the East and West approaches. Referring to page 14 of the preliminary design studies, the State is recommending structure Type "I" pier Type "F" with alternate "A" span lengths.

On the basis of the consultant's report, the East Interchange is estimated to cost $16,388,100 and the West Interchange $14,688,500 on the basis of the roadway widths originally presented to the consulting engineer.

The revision of the shoulder widths on the main span and the revision of the shoulder widths on the East and West approaches require some revisions in the geometry of the approaches. There needs to be, also, a re-examination of and possible repositioning of piers located in or adjacent to gore points where ramps converge, since the Phase 1 study which we have presented was based on the narrower road widths. We consider this as being an amendment or extension of the Phase 1 section of this project. We would ask your authority to proceed on this work as an extension of Phase 1, subject to the following:

1. A lump sum increase in the contract cost of Phase 1 based on an analysis of man hours, overhead, et cetera, by the consultant and compared with our own analysis, or

2. An extra work or force account basis in the event that we cannot agree with the consultant as to a suitable lump sum.

By this approach, the re-examination of the geometry can be accomplished during the waiting period while the Bureau's Washington office is analyzing the preliminary submission. Further, you will recall that the State originally requested the consultant to prepare designs on ramps with full shoulder widths. The full shoulder widths were not approved by the Bureau and the consultant was requested to reduce his fee by reason of the decreased area. This was done in the amount of $10,000. The consultant has agreed, under either Proposal 1 or 2 above, to forego

the return of the $10,000 reduction, even though the ramps will now be at full shoulder width.

We would request an early expression from your office on the above proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young

IDM:mb/TE:ja

1979 Moro Rock Production Proj. 8910
on the Sherman Hwy.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
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Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

8910

February 15, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
Contract #8910

Gentlemen:

Contract No. 8910 awarded to Jarl Construction, Inc. on the Moro Rock Production Project on the Sherman Highway in Sherman County was completed on December 10, 1979, and accepted by the State Highway Division on February 12, 1980.

Final payment in the amount of $4,539.58 will be released to the contractor after February 21, 1980. The total contract amount is $91,794.83. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dma

cc: Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8910

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments — DEPT. | 378-6594 — TELEPHONE | FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: February 13, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of February 12, 1980.

Contract	8910, Work Completed December 10, 1979
Project	Moro Rock Production
Highway	Sherman
County	Sherman
Type of Work	Rock Production
Contractor	Jarl Construction, Inc.

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety Notified
2-15-80

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Moro Rock Production		WEEK ENDING: December 8, 1979
		SECTION PREFIX: 028-8313
HIGHWAY: Sherman		COUNTY: Sherman
NAME OF JOB: Moro Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Jarl Construction, Inc..	CONTRACT NUMBER: 8910	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 3, 1979	DATE WORK STARTED: October 11, 1979	ESTIMATED COMPLETION DATE: December 15, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 113,355.00	SPECIFIED COMPLETION DATE: September 30, 1979	PERCENT OF TIME ELAPSED: 220 / 151 = 146%
EXCLUSIVE OF ENGINEERING: $ 103,455.00	ENGINEERING AUTHORIZATION $ 9,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 75%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,455.00	ENGINEERING COST TO DATE $ 4,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 74%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 48 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 75%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0		
MILES PARTIALLY COMPLETED			0		
MILES COMPLETED			12,000 CY		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			9,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6000		
AVERAGE DAILY QUANTITIES			N/A		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			1		
NUMBER OF SHIFTS PER DAY			8		
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 - Dozer, 2 - Loaders, 1 - Drill, 1 - Crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Clear	N/A		
MONDAY 3	Clear			
TUESDAY 4	Rain			
WEDNESDAY 5	Overcast			
THURSDAY 6	Overcast			
FRIDAY 7	Fair			
SATURDAY 8	Prtly Cldy			

RECEIVED
DEC 10 1979
CONSTRUCTION BRANCH

Kessey, Jastrzebski, Hopkins, Williams, Johnson, Olsen, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 2	No Activity
MONDAY 3	Crushing 3/8-10 and placing material in stockpile.
TUESDAY 4	crushing and stockpiling
WEDNESDAY 5	Crudhing and stockpiling
THURSDAY 6	Crushing and stockpiling
FRIDAY 7	Crushing and stockpiling
SATURDAY 8	Crushing and stockpiling 3/8-10.

REMARKS

Next Week: Conclude crushing, remeasure stockpile and begin semi-final.

RECEIVED
DEC 10 1979
CONSTRUCTION
BRANCH

SIGNED R. S. Sawyer LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1979 Wilsonville Road ● Boones 8911
Ferry Road (Wilsonville) Sec.
(Traffic signals)

C.P.A. 6608 9-1-78

8911

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

Wilsonville

TO: Milner Mead
Property Supervisor

DATE: September 23, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Surplus Property
City of Wilsonville
Files 19382 & 16679
Pacific Highway

Mr. Mike Stovall, Region Maintenance Engineer, and myself, reviewed the three properties indicated on the attached map. These properties appear to be both completely surplus to the needs of the State Highway Division. Their value is probably in the vicinity of $1 million. The problem presently is that the City of Wilsonville is attempting to impose some improvement costs on our surplus property. Both of these properties are resources which the State should avail itself of in these times. We have cooperated with the City of Wilsonville for some years in holding these properties. This is no longer necessary. Please place these properties high on our priority list to obtain descriptions and appraisals which are current.

Mr. Stovall has indicated that they will do everything possible to obtain the necessary survey information for Mr. Wakerlig and to assist in the determination of what must be done in order to clear both of these parcels for sale. The parcel on the east has a power line which intrudes into the saleable property. The property on the west has some stockpiles of gravel owned by the Department. Both of these items should be cleared prior to the sale.

Our present intention is to deny participation in the drainage program presently proposed by the City of Wilsonville. A simple method of clearing our water is to put a minor culvert into a drainage ditch which extends along the easterly side of our freeway and on our right-of-way.

Please obtain data on zoning of open space imposed on the most westerly parcel by the City of Wilsonville.

We will request Bev Frank to obtain this material.

JBB:jh
attach.
cc: Ed Hardt
Ken Rolfe
Hal Versteeg
Hank Wakerlig
Tony Viducich

10-22-80 await surplus process by Prop'ty Management DRH

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig copy

RECEIVED
SEP 23 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Contains Recycled Materials

BORROW PIT
SEE IR-3-293

19382
Deed O-1349
463-660

Declared surplus to county

N C E Davis
520-248

LOT 1

Don G Irion
229-418

F & M Cooney
418-234

22961
Judg RW 31487
#68219

UNIT B

16679
Deed RW 11812
285-437

S 0°09'30" E

17522
Deed RW 12940
452-483

A H Berger
551-844

E JAS BAILY D.L.C.

FIR STREET

22303
Deed O 467
480-253

SEE IR-3-397

D E M Grayton
442-410

560

570

550

100'

BORROW PIT
SEE IR-3-285

Don G Iron
229-418

19382
Deed Q-1369
463-660

Delaware Slough Line

F & M Cooney
416-258

22961
Judg RW 31281
& 68219

UNIT B

RAILROAD AVENUE

16679
Deed RW 11812
465-637

① 17522
Deed RW 12540
452-463

550

560

570

S 0°03'30" E

100

A H Berger
531-844

FLOYD BAILY D.L.C.

MISSISSIPPI AVENUE

FIR STREET

5TH STREET

MAGNOLIA STREET

22303
Deed Q-1067
488-259
SEE IR-3-397

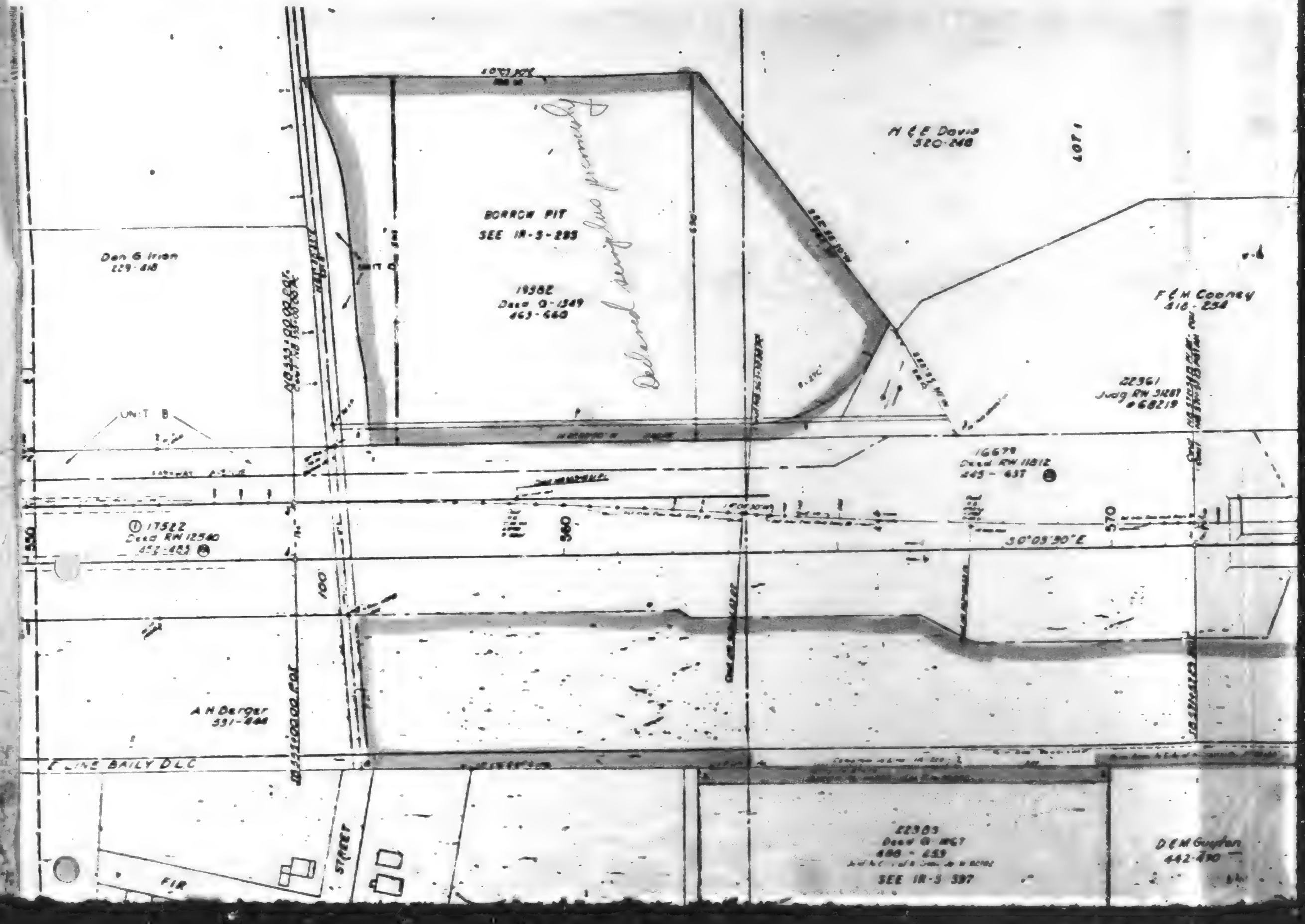
D F M Guyton
442-490

22304
Deed Q-1119
499-209

A H Berger
484-396

PORTLAND & WILLAMETTE R.R.

L O N V I L L E


BORROW PIT
SEE IR-3-295
1938Z
Deed O-1349
463-660
H L E Davis
520-248
LOT 1
F L M Cooney
418-254
Don G Irion
229-618
UNIT B
17522
Deed RW 12540
452-483
16679
Deed RW 11812
445-637
22961
Judg RW 31681
#68219
22303
Deed O 1967
480-453
SEE IR-3-397
A H Dorger
391-848
D E M Guyton
442-490
FIR
STREET
S 0°09'30" E
570
560
350
100'

F & M Cooney
618 - 230

22961
Judg RW 31887
#68219

16679
Decd RW 11912
205 - 637

S 0°03'30" E

570

570

380

200'

200'

WILLAMETTE RIVE

22383
Deed Q-867
488 - 253
SEE IR-S 597

D E M Guyton
442-490

22382
Deed Q-859
499 - 209

A M & M N Bergen
404-356

650

N 0°E Down
SEC. NO

LOT 1

S 0°E 60.00

570

575

580

L'LAMETTE

RIVER

100

100

8911

April 28, 1980

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

CON 5
#8911

Gentlemen:

A post-final payment for $500 will be made to Hamilton Electric, Inc. for traffic signal installation on Wilsonville Road at Boones Ferry Road in Wilsonville, Clackamas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $31,865.81 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8913

GOVERNMENT PRINTING OFFICE: 1974 — 732-626

STATE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:
H.S. Coulter, OSHD

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-23-80	T.P. Lowe, Area Engr.		M-3135(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-31-79	12-19-79	90 %	90 days
APPROVED EXTENSIONS	**LOCATION**		
none	see below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. STEWART PARKWAY @ HARVARD AVE.
Traffic Signal

Findings:

To expedite completion of this signal installation the State furnished signal heads from their maintenance stock. Replacement heads have been received by the State.

Pavement marking has been completed by the City and is satisfactory.

All signal phases were functional at the time of the inspection.

Acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
APR 28 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4/28
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T.P. Lowe		SIGNATURE: Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE: Area Engineer	DATE: 4-24-80	TITLE: Field Operations Engr.	DATE: 4-24-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-23E Will Not Be Used.

8911

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

April 18, 1980

CON 5

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Gentlemen:

Re: Time Extension Request
Wilsonville Rd. @ Boones Ferry Rd.
Contract No. 8911

We have carefully reviewed the additional data you submitted relative to your request for additonal time on the above contract. A time extension of an additional 10 calendar days is granted due to delays resulting from the signal design change. This will eliminate all liquidated damages on this contract.

Very truly yours,

C. T. Keasey
Ass't. State Highway Engineer

CTK:mk

cc: H. S. Coulter
E. L. Hardt
W. E. Hoffman
Bob Church

Noted H. S. COULTER

RECEIVED
STATE HWY ENGR
APR 21 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3123

#8911

March 19, 1980

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

COW 5
Contract #8911

Gentlemen:

On February 29, 1980, we wrote to you concerning release of final payment on Contract No. 8911 awarded to Hamilton Electric, Inc. for traffic signal installation on Wilsonville Road at Boones Ferry Road in Wilsonville in Clackamas County.

Final payment on this contract is $3,848.29 and the total contract amount is $31,365.81. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
Ed Hardt

8916

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

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Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
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F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8911

January 28, 1980

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Re: Time Extension Request
Wilsonville Rd. @ Boones Ferry Rd.
Contract No. 8911

Your request for additional contract time on the above project has been carefully considered. A time extension of 48 calendar days is granted for delays due to the signal design change, the power line conflict and the late service connection. There remains 10 calendar days of liquidated damages on this project.

Please contact Resident Engineer Hoffman if you wish to submit additional data in this matter.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
Willard Hoffman
Bob Church

H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 29 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#2911

STATE OF OREGON

INTEROFFICE MEMO

TO: DON HARWELL
County/City Coordinator

DATE: December ~~17~~ 20, 1979

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: WILSONVILLE RD. @ BOONES FERRY RD.
City of Wilsonville
Traffic Signal Installation
Contract No. 8911

This project called for installation of traffic signals at the intersection of Wilsonville Road and Boones Ferry Road in the City of Wilsonville. The project has been built, the signals are functioning, and we are about ready to close out the contract.

The agreement between Clackamas County, the City of Wilsonville, and the State (copy attached), states under "Things to be done by City," item 3, that the City, upon completion of the project, will perform all necessary maintenance operations, etc.

Since the project has been done, I've talked to Ed Davis of the City of Wilsonville, and they are not equipped to maintain and take care of this, the one and only signal in Wilsonville.

Would you prepare whatever type of agreement is necessary for us to maintain this signal when requested by Wilsonville, with the costs to be borne by Wilsonville. I'm thinking particularly of our coverage or liability while we are working off our system for someone else.

If you have any questions, please call.

letter from state with city approval by Reg/Dist.

State maintain annual billing liability insurance

NOTE: I talked to Bob Judson 12/14 on this matter & suggested Region or District handle with letter & modification. They must feel agreement is more formal/official. DmH.

MC/gw

Attachment

cc: Bill Geibel

12/20/79 NOTE: In discussion w/Ed Hardt & Bill Geibel they request we drop this matter, they will handle at Region or District. DmH.

PROJECT MANAGEMENT BRANCH
ASHE ☐ NSTE ☐
PLE ☐ RE ☐ PRE ☑
DEC 18 1979
REFERRED TO Maintenance
FOR _____
FILE: PM FA LG.

DmH

Contains Recycled Materials
81-125-1387

SP*75603-125

8911

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wilsonville Rd. at Boones Ferry Road.		WEEK ENDING: November 24, 1979
		SECTION PREFIX: 003-8252
HIGHWAY: City Street		COUNTY: Clackamas
NAME OF JOB: Wilsonville Rd. @ Boones Ferry Rd.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric	CONTRACT NUMBER: 8911	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 4, 1979	DATE WORK STARTED: July 3, 1979	ESTIMATED COMPLETION DATE: November 6, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 148
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 164
PROJECT AUTHORIZATION: $ 63,212.59		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 57,691.84	ENGINEERING AUTHORIZATION: $ 5,520.75	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 56,136.84	ENGINEERING COST TO DATE: $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2.7%	PERCENT OF AUTHORIZATION: 72 %	DATE PROJECT WAS COMPLETED: November 6, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE MAT'L PROD	
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT						
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)						
TOTAL QUANTITIES CORRECTED TO DATE						
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Cloudy	0		
TUESDAY	Clear	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Rain	0		
FRIDAY	Rain	0		
SATURDAY		0		

Kessey Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Johnson Gebauer
Glenn Church

RECEIVED
NOV 26 1979
CONSTRUCTION BRANCH

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
11/18 SUNDAY	No Activity
11/19 MONDAY	No Activity
11/20 TUESDAY	No Activity
11/21 WEDNESDAY	No Activity
11/22 THURSDAY	No Activity
11/23 FRIDAY	No Activity
11/24 SATURDAY	No Activity

REMARKS

Office Work on Semi Final

SIGNED By William Hoffman LOCATION Portland
For W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 5 COPIES.

8911

April 27, 1979

City of Wilsonville
City Hall
Wilsonville, Oregon 97070

Attn: Deanna J. Thom
City Recorder

Clackamas County
Public Works Dept.
902 Abernathy Road
Oregon City, Oregon 97045

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 W. Fifth Ave., Eugene, Oregon 97401 for installation of traffic signals on the Boones Ferry Road @ Wilsonville Road Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$32,427.50
Permanent Pavement Striping	1,500.00
State Furnished Signal Material	26,280.00
Signal Controller Testing (Engineering)	1,000.00
4½% Contingencies	2,484.34
10% Engineering	5,520.75
Preliminary Engineering Paid by City 7-10-78	(3,500.00)
ESTIMATED TOTAL COST	$63,212.59

City's Advance Deposit: say $63,200.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

Please make your check for $63,200.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Winer
Local Government Engineer

Received 5-4-79
Notified Steve McNab
& Jon Rose

FFH:pf

bcc w/AD # 622: Jon Rose, Region N Federal Aid Specialist
Vern Skoog - Please return completed AD # 622 when check is received.

5-7-79 OK to file

8911

Section Wilsonville Rd. at Boones Ferry Rd (Wilsonville) Programming Estimate $ 69,000

3-15-79

Highway City Street Project Length —

County Clackamas Completion Time 90 Calendar Days

Kind of Work Traffic Signal Installation

Prefix 3-8236 FA Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 37,460.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Signal Material	20,280	
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,000	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 22,780.00
		$ 60,240.00
Contingencies (4-1/2%)		2,710.00
Engineering (10 %)		6,024.00
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 68,974.80

APPROVED

Road Design Engineer

Received 3-15-79

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 3-8-79

ection Wilsonville Rd at Boones Ferry Rd. (Wilsonville) County Clackamas

Kind Of Work Traffic Signal Installation Length — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	330.00
2	Temporary Signs		Sq. Ft.	125	6.00	750
3	Flagmen		Hour	40	22.00	880
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	35,500
	Total					37,460

T911

March 9, 1979

City of Wilsonville
City Hall
Wilsonville, Oregon 97070

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Deanna J. Thom
City Recorder

RE: Signal Project
Boones Ferry Road @ Wilsonville Road

Gentlemen:

In accordance with the Construction-Finance Agreement No. 6608, on the subject section, attached hereto is a set of proposed plans for your review.

Opening of bids on this project is scheduled for April 26, 1979. Please review the plans and if you have any comments, corrections or changes, please notify this office by mail, no later than March 22, 1979.

The estimated cost breakdown is as follows:

Signal Installation	$59,361.00
Fire Pre-emption	7,854.00
Preliminary Engineering	(3,500.00)
Paid by City 7-10-78	
	$67,215.00

On March 29, 1979, we will begin printing plans and preparing the ads for the April 26, 1979 bid opening. Therefore we need a letter from you prior to that date (March 29, 1979) indicating that you wish for us to proceed with the project, at your cost. If we lack hearing from you we will proceed anyway, as though you have no objection, and were in full accord, to pay the entire cost in accordance with the agreement.

Very truly yours,

Gerald Winer
Local Government Manager

FH:pf
Attachment

bcc: Ed Hardt
L. E. George
Ron Fallmetzger

8911

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - Feb 27, 1979

Project: Wilsonville Road at Boones Ferry Road (Wilsonville section)

Highway: City street

County : Clackamas

Prefix : 3-8236-911

Scheduled for Letting: April 26, 1979

Type of Project : Others

Completion Time : 90 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for _____	All Specified Lump Sum		$_____
2.	Temporary Signs for _____ _____	____ sq. ft.	$_____	$_____
3.	Flagmen for _____ _____	_____ hr.	$_____	$_____
4.	Traffic Signal Installation, Complete for _____ _____	All Specified Lump Sum		T = 2,000 $ 39,358
		Estimated Contract Cost		$ 41,358

ANTICIPATED ADDITIONAL ITEMS

Striping	$ -0-	
Signing	$ -0-	
Controller testing	$ 1,000	
State supplied materials	$ 16,725	$ 17,725
Engineering and Contingencies		$ 8,132
ESTIMATED PROJECT COST		$ 67,215.

COMMENTS:

City of Wilsonville to pay Less to pay $39,361 for signal installation
Tualatin Fire District is to pay 50% of fire pre-emption cost or $392
~~State to pay remaining $392.~~ No. State won't fo[illegible] or [illegible]
UB

		003	8234	594	00			129.07CR		129.07C
				** JOB TOTALS **			**		**	
GLADSTONE-CLACK RIVER	CONT NO		FA PROJ NOS							
		003	8235	900	00			27.55		27.55
		003	8235	905	00			98.50		98.50
		003	8235	906	00			1,665.87		1,665.87
		003	8235	921	00			394.48		394.48
		003	8235	922	00			10.76		10.76
				** JOB TOTALS **			**	2,197.16	**	2,197.16
WILSONVILLE-TRAFFIC SIGNAL	CONT NO		FA PROJ NOS							
		003	8236	900	00	95.65		95.65		95.65

TAL TO DATE JOB COST SUMMARY

SCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
	003	8236	901	00	2,295.77		2,295.77		2,295.77
	003	8236	911	00			199.36		199.36
			** JOB TOTALS **		2,391.42	**	2,590.78	**	2,590.78
GLADSTON-TRAFFIC SIG REP	CONT NO		FA PROJ NOS						
	003	8237	144	00	320.13		327.63		327.63
	003	8237	144	14			84.68		84.68
	003	8237	199	00			45.28		45.28
			** JOB TOTALS **		320.13	**	457.59	**	457.59
ROSSMAN LNDFL-MAGNET RENT	CONT NO		FA PROJ NOS						
	003	8238	199	00			86.25		86.25
	003	8238	199	01			3.25		3.25
	003	8238	594	00	6.50		89.50CR		89.50
			** JOB TOTALS **		6.50	**		**	
ESTCDA SCHOOL DIST-BEACONS	CONT NO		FA PROJ NOS						
	003	8239	144	00			143.40		143.40
							2,933.00		2,933.00

	003	8235	906	00		394.48		394.48
	003	8235	921	00		10.76		10.76
	003	8235	922	00				
			** JOB TOTALS **		**	2,197.16	**	2,197.16
WILSONVILLE-TRAFFIC SIGNAL	CONT NO		FA PROJ NOS					
	003	8236	900	00	95.65	95.65		95.65

TAL TO DATE JOB COST SUMMARY

SCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
	003	8236	901	00	2,295.77		2,295.77		2,295.77
	003	8236	911	00			199.36		199.36
			** JOB TOTALS **		2,391.42	**	2,590.78	**	2,590.78
GLADSTON-TRAFFIC SIG REP	CONT NO		FA PROJ NOS						
	003	8237	144	00	320.13		327.63		327.63
	003	8237	144	14			84.68		84.68
	003	8237	199	00			45.28		45.28
			** JOB TOTALS **		320.13	**	457.59	**	457.59
ROSSMAN LNDFL-MAGNET RENT	CONT NO		FA PROJ NOS						
	003	8238	199	00			86.25		86.25
	003	8238	199	01			3.25		3.25
	003	8238	594	00	6.50		89.50CR		89.50
			** JOB TOTALS **		6.50	**		**	
ESTCOA SCHOOL DIST-BEACONS	CONT NO		FA PROJ NOS						
	003	8239	144	00			143.40		143.40
	003	8239	199	00			2,933.00		2,933.00

8911

September 1, 1978

City of Wilsonville
City Hall
Wilsonville, OR 97070

Attention: Deanna J. Thom
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6608

Gentlemen:

Attached for your files is a fully executed copy of an agreement between Clackamas County, the City of Wilsonville and the Highway Division regarding the installation of traffic signals on Boones Ferry Road at Wilsonville Road (both are County Roads).

We are also forwarding a fully executed copy of this agreement to Clackamas County and are retaining a fully executed copy for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

klr

Enclosure

bc: Don Harwell (agreement attached)

8911

8

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: April 24, 1978

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Three Party Agreement
Traffic Signal Installation
Wilsonville Road @ Boones Ferry Road
City of Wilsonville
Clackamas County

The City of Wilsonville, in cooperation with Clackamas County, has requested that the State design and install a traffic signal at the intersection of Wilsonville Road with Boones Ferry Road. The City is prepared to pay all costs incurred. Jim McClure and I discussed this with City Manager Ed Davis and Clackamas County Engineer Winston Kurth yesterday and the attached rough layout covers the division of responsibility that was tentatively agreed upon by the County and City. Would you look this over along with the sketch map and if it appears satisfactory, have an agreement prepared so that it can be presented to the County and City.

Please call if there are questions.

JR/ldo

Attachment

cc: M. J. Klotz w/attachment

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 26 1978

TAA Holmes File: PM FA LG OP

81-125-1C37

REMOVE TREES

SIGN (MOVE)

P.G.E. POLE 2811 (MOVE)
REMOVE TREE

REMOVE TREES (3)

P.G.E. POLE 2903(MOVE)

P.G.E. POLE 1623(MOVE)

22' RT. PEDESTRIAN WAY

ROAD

STORM DRAIN

12 CONC. CURB 30' LT.

CONCRETE DRIVEWAY

REMOVE TREE

3 1W 14D
TAX LOT 1300
TRUSEES WILSONVILLE
LODGE #223 100F

REMO

GRAVEL DR

AC. DRIVE

NORTH

P.G.E.

22' 26'

A.C DRIVE

REMO

35+66.77

35

P.G.E. 3121

12 BOONES 11 FERRY

22' 26'

END CONC. CURB STA. 11+50 -26' LT.

3 1W 23AB
TAX LOT 700
BRUCK, WILLIAM D. 1/2
*ANDERSON, LARRY P.
RT. 1, BOX 1050
WILSONVILLE, OR 97070

A.C. CURB

MH

4W/V

G/V

MH

MH

P.G.E. 696

G/V

WILSONVILLE RD

9' ROAD

END CONC. CURB STA. 8+50-22' RT.

APPROVED BY

3 1W 23AB
TAX LOT 600
SHERON, JOSEPH J. & JOSEPHINE
9240 S.W. WILSONVILLE RD.
WILSONVILLE, OR 97070

TYPICA

1979 The Dalles-Calif. Hwy. @ 8912
intersec. with Nels Anderson Pl.
(Traffic signals)

C&A 6123 4-12-79

891.2

L.

4-3-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Road & Driveway Co. No. 9009	SE 8th St.-SW Naterlin Dr.(Newport) Lincoln County	March 11, 1980
Tice Electric, Inc. No. 8857	SE Bybee Blvd. @ SE 23rd Ave. Multnomah County	March 11, 1980
Ross Bros. Const., Inc. No. 8924	Lafayette Hwy.-Webfoot Rd. Yamhill County	March 12, 1980
S.D. Spencer & Sons No. 8341	Garden Valley Blvd. Intchge. Douglas County	March 14, 1980
J.C. Compton Co. No. 8936	Odell Lake-Camp Makualla Rd. Klamath County	March 20, 1980
Hamilton Elect.,Inc. No. 8912	The Dalles/Calif. Hwy. @ Nels Anderson Pl. (Bend) Deschutes County	March 24, 1980
Holst Const. Co. No. 8870	Camp Creek (E.W.E.B. Canal) Bridge Lane County	March 24, 1980
Humphrey Const.,Inc. No. 8695	E. Burnside St. U'Xing. Multnomah County	March 27, 1980
R. A. Hatch Co. No. 8764	S. 6th St.-E. Side Bypass (Klamath Falls) Klamath County	March 31, 1980
Douglas S.Coats Const. No. 8867	Willow Creek Bridge Gilliam County	March 31, 1980

April 3, 1980

C. T. Keasey
Asst. State Highway Engineer

8912

March 28, 1980

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

COM 5
Contract #8912

Gentlemen:

Contract No. 8912 awarded to Hamilton Electric, Inc. for traffic signals on The Dalles-California Highway at Hals Anderson Place in the vicinity of Bend in Deschutes County was completed on August 21, 1979, and accepted by the State Highway Division on March 24, 1980.

Final payment in the amount of $2,192.36 will be released to the contractor after April 2, 1980. The total contract amount is $32,256.25. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dms

cc: Hamilton Electric, Inc.
232 W. 5th
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Kenney
Walt Hart
V. H. Skoog Attn: Dick Kocak
Dale Allen

8912

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments DEPT 378-6594 TELEPHONE

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: March 21, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of March 24, 1980.

Contract	8912, Work Completed August 21, 1979
Project	The Dalles/Calif.Hwy.@ Nels Anderson Pl.(Bend)
Highway	The Dalles/Calif.
County	Deschutes
Type of Work	Traffic Signal Install.
Contractor	Hamilton Electric, Inc.

RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

RECEIVED
STATE HWY ENGR
MAR 25 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8912

REFERRED TO
2 Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Henry Discus Do File Copy Due
BY FINAL DESIGN ENGINEER

11-23-79 C

4

Versteeg
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RECEIVED
NOV 23 1979
ROAD DESIGN SECTION

Do Not File
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Action

NARRATIVE REPORT

The Dalles-California Hwy. @
Nels Anderson Place (Bend)

Deschutes County
State

Prefix: 009-8225
Contract: 8912

This project consisted of the installation of traffic signals at the intersection of the Dalles-California Highway and Nels Anderson Place north of Bend.

The contract was awarded May 3, 1979 to Hamilton Electric, Inc. of Eugene, Oregon. The contract amount was $32,084.50. The total project authorization, including anticipated work, engineering and contingencies was $50,018.75.

The final cost of the project, including anticipated items (which included State furnished poles, controller and cabinets), contingencies and liquidated damages of seven days at $50/day was $48,014.46.

The contract was awarded with a specified completion time limit of 90 calendar days, starting on May 16, 1979. The work was completed on August 21, 1979, using 98 calendar days for a time overrun of 8 days.

The contractor started work on June 26, 1979. The work proceeded satisfactorily until the contractor encountered a delay of approximately three weeks in receiving his signal heads.

P P & L would not furnish power to Pole #4 (on the west side of the Dalles-California Highway) and Price Agreement No. 1 was written for installation of additional power service wiring between Poles #3 and #4.

A minor problem was encountered when the developer of Mountain View Mall paved his access road too thin to cut loops. The paving company returned and overlayed the thin area and loops were recut under Price Agreement No. 2.

S.F.O. #3 was written to change signing and signals and also to install an advance fire pre-emption detector south of the project. This work is not yet completed.

A final inspection was made on the project on September 19, 1979 by Robert C. Pool, Region Construction Engineer; John Holcomb, Region Traffic Engineer; and N.D. Krehbiel, Resident Engineer.

Traffic Control Summary: Traffic was controlled in accordance with standard Drg. 2200 of the plans with no problems. Ten hours of flagging were required in addition to specified signs and cones.

N. D. Krehbiel
Resident Engineer

VICTOR ATIYEH
GOVERNOR

8912

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 24, 1979

Hamilton Electric, Inc.
232 West 5th Avenue
P. O. Box 708
Eugene, OR 97440

Gentlemen:

Re: Time Extension Request
Nels Anderson Place (Bend)
Contract No. 8912

Your request for additional time in which to complete the above project has been carefully considered. A time extension of one calendar day is granted due to the extra work performed under Price Agreement No. 1.

We acknowledge that the extra work done under Price Agreement No. 2 did require 10 calendar days to accomplish. This work was completed on July 25. No further work was done on the project until August 13 when the signal equipment arrived. Therefore, it appears that the work under Price Agreement No. 2 was done during the "float" time and in fact did not delay the project completion. The late delivery of traffic signal equipment appears to be the cause of late project completion and late delivery of equipment or materials is not a valid reason for time extension.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
Contract Administration Engineer

OBJ/db

cc: H. S. Coulter (w/att.) (This is a State project.)
Dale Allen
N. D. Krehbiel
Bob Church

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81.734.3030

Keasey Richards
Jackmond Bell
Hopkins Inloes
Williams Widmer
Johnson Gebauer
Glenn Church

RECEIVED
OCT 17 1979
CONSTRUCTION BRANCH

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

October 15, 1979

FILE: CON 5 8912

FROM: Robert C. Pool
Region Construction Engineer

TO: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Nels Anderson Place (Bend)
The Dalles-California Hwy
Contract No. 8912

Time Extension Request

The contractor on this project, Hamilton Electric, has requested an eight (8) day extension in the number of calendar days to complete this project.

The request is based on extra work that was done during the contract period. Information pertaining to this request follows:

Contract Award	May 3, 1979
Time Began	May 16, 1979
Work Began	June 26, 1979
Time Expired	August 13, 1979
Work completed	August 21, 1979
Excess Time	8 Calendar days

The major portion of the request (10 days) is asked because the A.C. pavement in the Mountain View Mall access was too thin to allow cutting of the loops. The re-cutting of the loops was done on Price Agreement No. 2 and there was a ten day delay as stated in the contractor's request. This delay of ten days occurred during a period when the contractor was waiting for arrival of the signal equipment, hence it would not affect the completion date of the contract. No additional time is recommended because of this delay.

The contractor has also requested one (1) day for moving the power service from Pole No. 4 to No. 3. This work was done under Price Agreement No. 1. Extension of one day would be reasonable.

Recommend extension of one (1) calendar day. The overrun in time was caused by the late delivery of the signal equipment, therefore it is recommended that the contractor be granted only one (1) additional calendar day.

RCP:pw

cc: N.D.Krehbiel

8712

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nels Anderson Place (Bend Vic.)		WEEK ENDING: September 22, 1979
		SECTION PREFIX: 9-8225
HIGHWAY: The Dalles-California		COUNTY: Deschutes
NAME OF JOB: Nels Anderson Pl. (Bend Vic.)	KIND OF WORK: Traffic Signals	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8912	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 3, 1979	DATE WORK STARTED: June 26, 1979	ESTIMATED COMPLETION DATE: (8-15-79)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 98
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 43,684.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 39,316.05	ENGINEERING AUTHORIZATION $ 4,368.45	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,316.05	ENGINEERING COST TO DATE $ 2,919.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 67 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 24 1979
CONSTRUCTION BRANCH

Keasey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Work.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project completed except grouting under N.W. Polebase.

Const. (3)
Region
File

Sue Kauffman

SIGNED N.D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-2218

8912

April 27, 1979

C. E. John Construction Co., Inc.
7601 C N.E. Hazel Dell Ave.
Vancouver, Washington 98665

Attn: James E. John
Secretary

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 W. Fifth Ave., Eugene, Oregon 97401 for installation of traffic signals on The Dalles-California Highway at Wells Anderson (Bend) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Item	$32,084.60
Permanent Pavement Striping	700.00
State Furnished Controller, Strain poles, etc.	9,100.00
Signal Controller Testing	1,300.00
Pedestrian Walk	500.00
4½% Contingencies	1,965.80
Construction Engineering	4,368.45
Preliminary Engineering Paid by Company 7-26-78	(5,000.00)
ESTIMATED TOTAL COST	$50,018.75
Company's Advance Deposit: say	$50,000.00

Company shall, following the opening of bids, deposit with State a sum of money equal to 100 percent of the total estimated cost of the traffic signal installation. This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

4-30 Jim John called if $5,000 should be deducted from $50,000 - Told him "No" He will send $50,000 today
Jerry

5-2-79
$50,000 Rec'd.
NOTIFIED STEVE & John Hagadorn

Please make your check for $50,000.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Engineer

FFH:pf

cc: Board of County Commissioners, Deschutes County, Courthouse, Bend, Oregon 97701 Attn: Rosemary Patterson, County Clerk

bcc w/AD # 623: John Hagedorn, Region 4 Federal Aid Specialist
Vern Skoog-Please return completed AD #623 when check is received.

3412

April 12, 1979

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701
Attention: Rosemary Patterson
County Clerk

C. E. John Construction Co., Inc.
7601 C N. E. Hazel Dell Avenue
Vancouver, WA 98665

MISC. CONTRACTS and
AGREEMENTS No. 6723

Gentlemen:

Attached for your files is a fully executed copy of an agreement with Deschutes County, C. E. John Construction Company, Inc., and the Highway Division for installation of traffic signals on The Dalles-California Highway at Andersen Road just north of City of Bend.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Read
COMMISSION SERVICES

fhm

Att.

bc: Gerald Winer (agree. att.)

8912

11.2 79

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

1) Agreement with the Bureau of Land Management for State Parks' supervision of enrollees in the Federal Young Adult Conservation Corps on State parks' work projects. Participants will be paid by the Bureau of Land Management. This agreement will be effective for an indefinite period on approval by the Transportation Commission but may be cancelled by either party giving 30 days' written notice. (Parks Branch)

2) Agreement with Deschutes County and the C. E. John Construction Company, Inc., for installation of traffic signals on The Dalles-California Highway at Anderson Road just north of the City of Bend. The traffic signals are necessary to accommodate a new shopping center development. The State will design, install and maintain the signal equipment. Deschutes County will pay for electrical energy and the Company will pay all costs of the project. (Local Government Unit)

Holmes

Dated this 5 day of Apr, 1979

Glenn Jackson

Glenn L. Jackson, Chairman
Oregon Transportation Commission

PROJECT MANAGER
APR 10 1979

APPROVED
STATE HIGHWAY ENGINEER
DATE 4/2/79

E S Hunter
4-2-79

Holmes

8912

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

4-2-79

4

Attention: Right-of-Way Section

Subject: Federal Aid Project No. Others
Project Name The Dalles/Calif. Hwy @ Anderson Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

N

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

Necessary R/W acquired by the State.

County of Deschutes

_____
County Judge/Chairman

Certified By:

Harold Brumel
Regional Right-of-Way Supervisor
Date 4-2-79

cc: DE. Swan
CT Keasey
R. Trigstad
4-6-79
JH

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8912

4

HIGHWAY DIVISION 378-6558

March 15, 1979

J. B. Boyd
Right of Way Manager

J. H. Versteeg
Road Design Engineer

File 30521-Brashear
The Dalles-California Hwy.
at Nels Anderson Place
The Dalles-California Hwy.
Deschutes County

Attached is a description, an authorization, and prints for the subject project.

By:
W. E. Haberlig
Right of Way Description Engineer

WEH:cj
Attachments

8912

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: V. E. Skoog
Highway Controller

DATE: August 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Order to Render Service
Preliminary Engineering
Traffic Signal Installation
The Dalles-California Highway
M.P. 134.7
Deschutes County

Attached are three copies of an Order to Render Service, covering preliminary engineering and design of a traffic signal at Mountain View Mall entrance to the Dalles-California Highway. The $5,000.00 advance deposit has been received.

Please advise this office of the prefix which is established for charging engineering costs.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LPD:cs

Attachments

cc: G. W. Wimer

PROJECT MANAGEMENT

Holmes

01-125-1597

8912

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: G. W. Wimer, Manager ATTN: Local Government Section M. C. Holmes

DATE: July 26, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signal Installation
The Dalles-California Highway at Anderson Road
M.P. 134.75
North of Bend, Deschutes County

Would you please initiate an agreement between State, C. E. Johnson Construction Co., Inc., 7601C N.E. Hazel Dell Avenue, Vancouver, Washington 98665 and Deschutes County concerning subject project.

The State is to design, let and maintain, the County is to pay for the electricity and C. E. Johnson Construction is to pay for the project. Preliminary engineering money has been deposited.

If further information is needed, please advise.

L. E. George
Traffic Engineer Supervisor

BET:ds
Attachments

Holmes

81-1d8-1387

1979 W. Stewart Parkway ● 8913
W. Harvard Ave. in Roseburg
(Traffic signals)

CSA 6925 1-8-79
OSA 6782 10-24-78

OREGON STATE HIGHWAY DIVISION

FORM 81-234-1150 8913

HIGHWAY DIVISION INVOICE

NO. 131211

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-2-81	C C 2086	

RØSEBUC

- City of Roseburg
- 900 SE Douglas Ave
- Roseburg, OR 97470
- Attn: Mr. Adney E. Bowler - City Engineer

CREDIT DISTRIBUTION

310-1983-296-00-000	382.39
310-1088-296-00-000	144.68
324-02	527.07
310-1983-295-00-000	[382.39]
310-1088-295-00-000	[144.68]

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED INTEMIZED STATEMENT			
Federal Aid Urban Project No. M-3135 (1)			
W. Stewart Pkway at W. Harvard Ave.			
Douglas County			
Agreement No. 6782			
Contract No. 8913			
TOTAL COST			$50,091.38
Less: Federal Funds			-42,701.31
Less: State Share			- 3,548.00
City Share			3,842.07
City's Advance Deposit			3,315.00
AMOUNT DUE			$ 527.07
FINAL			

8913

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-4-80	cc 2086	

CREDIT DISTRIBUTION

310-1983-295	$382.39
310-1088-295	644.68

BILL TO: Code:

City of Roseburg

900 S.E. Douglas Ave.

Roseburg, Or 97470

Attn: Mr. Adney E. Bowler - City Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement			
Federal Aid Urban Project No. M-3135 (1)			
W. Stewart Pkway at W. Harvard Ave.			
Douglas County			
Agreement No. 6782			
Contract No. 8913			
TOTAL COST			$50,091.38
Less Federal Funds			42,701.31
Less State Share			3,548.00
City Share			3,842.07
City's Advance Deposit			3,315.00

(Attach Itemized Statement to Invoice)

Advance Deposit Amount	$ 3,315.00
Advance Deposit Previously Transferred to Highway Fund	$ 2,815.00
Balance	$ 500.00
Transfer to Highway Fund	$ 500.00
Refund Due	$ ----
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	cc 2004

Amount Due . . . . . $ 527.07

Submitted by:

Gary E. Zehner

Gary E. Zehner

Approved:

D.E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

REVISED: January 21, 1981

ITEMIZED STATEMENT OF FINAL COSTS — DATE: December 3, 1980

CITY ROSEBURG Contract No. 8913 Date Completed 8-13-79

PROJECT # M-3135(1) Section W. Stewart Pkway at W. Harvard Ave.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 5,280.46
Payments to Contractor		39,674.23
Interest		25.87
Construction Engineering		4,898.52
Project Management		55.70
Specifications		156.60
TOTAL PROJECT COST		$50,091.38
Total Federal Funds		42,701.31
BALANCE		$ 7,390.07
Non-Participating Costs:		
Preliminary Engineering	$ 7.20	
Payments to Contractor	261.00	
Interest	25.87	
Construction Engineering	11.48	$ 305.55
Amount to be shared by State & City		$ 7,084.52

State Share:
50% of $7,084.52 + 50% of $11.48 = $3,548.00

City Share:
50% of $7,084.52 + ($305.55 - $5.74) = $3,842.07

Reference: Billing Form CC 2086

8113

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 • 620

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

5-1-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-23-80	T. P. Lowe, Area Engineer		M-3135 (1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-13-79	12-19-79	90 %	90 days
APPROVED EXTENSIONS	**LOCATION**		
- 0 =	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. STEWARD PARKWAY @ HARVARD AVE.

Traffic Signal

Findings:

To expedite completion of this signal installation, the State furnished signal heads from their maintenance stock. Replacement heads have been received by the State.

Pavement marking has completed by the City and is satisfactory.

All signal phases were functional at the time of the inspection.

Acceptance of the project is recommended.

RECEIVED STATE HWY ENG. MAY 2 - '80 REFER TO FOR Sign P.R. Illum. Inves. Info.

5-5-80
copies to
Alfred Shirley
Ron Bass
Robert Hamb
Don Walter
W O Hart
Kenneth Harwell
D E Sand

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4/23/80	TITLE Field Operations Engineer	DATE 5/1/80.

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

N Dmtl

8913

310-1983 ✓
310-1088 ✓

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM 4-24-80	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	W. Stewart Parkway at W. Harvard Ave. (Pasadena)					
	FAU 3138 (W. Stewart Parkway)					
	Douglas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 6,273.25	
	Construction					
	Type Code 7211					
	Signal (W. Stewart Parkway at W. Harvard Ave.)	Lump Sum			$27,851.40	
	Final Contract Payment Summary	All Required			11,561.85	
	State Furnished Signal Material				$39,413.25	
	Total Participating Construction					
	Construction Engineering	All Required			5,022.34	
	State				$45,708.85	
	Total Participating Cost					
	Nonparticipating Cost					
	Preliminary Engineering (State)	All Required			7.20	
	Final Contract Payment Summary	Lump Sum			241.50	
	Interest on Final Payments	All Required			5.97	
	Total Nonparticipating Cost				$ 254.67	
	Total Project Cost				$45,963.52	

Prepare based on Participating Costs as shown on Federal Billing as of 8/14/80.

TO TYPE
12-4-80
EL

AMOUNT CARRIED FORWARD .....

GPO 944 892

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 10-27-78
TO 4-24-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-3135(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$50,079.90	$49,785.83	85.77%	$42,701.31	$42,701.31	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 5/15/80

PASSED FOR PAYMENT
V.E. Skoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-72)

PREVIOUS EDITIONS ARE OBSOLETE

	310	1982	298	00 N 9	86.07	86.07	3,427.55	
	310	1982	901	00 P 1			34.22	
	310	1982	914	00 P 1			83.28	
	310	1982	920	00 P 1			12.14	
	310	1982	923	00 P 1			3,683.53	
	310	1982	926	00 P 1			34.24	
	310	1982	980	00 P 1			148.80	
			TOT	P1			3,996.21	
			** JOB TOTALS **		**	**	3,996.21	**

STATE

STEW PRKWY@HARVD AVE ROSEBURG CONT NO			X FA PROJ NOS M	135001 100			4,522.88CR	
	310	1983	296	00 N 9 Tr. St.			4,522.88	
	310	1983	298	00 N 9 " Fed			2,315.14	
	310	1983	901	00 P 1 RES Engr.			7.20	
	310	1983	901	00 N 1 " "			130.64	
	310	1983	905	00 P 1 Fin DES			2,393.66	
	310	1983	911	00 P 1 SIGN			.60	
	310	1983	914	00 P 1 UT.			83.86	
	310	1983	920	00 P 1 PM			333.24	
	310	1983	921	00 P 1 Specs			16.12	
	310	1983	922	00 P 1 AQM. Ser.			5,273.26	
			TOT	P1			7.20	
			TOT	N1			5,280.46	**
			** JOB TOTALS **		**	**		

STATE

VALYBLVDSPRR X'ING CONT NO			FA PROJ NOS MG	120001 100			104.43	
	310	1986	910	00 P 1			TOT 104.43	
			TOT	P1			104.43	**
			** JOB TOTALS **		**	**		

STATE

CANYONVILLE	CONT NO		FA PROJ NOS SOS	004001 100			6,026.97CR	
	310	1987	296	00 N 9	792.75CR	792.75CR		

...I OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	310	1987	298	00 N 9	792.75	792.75	6,026.97	
	310	1987	901	00 P 1			5,054.37	
	310	1987	901	00 N 1			11.71	
	310	1987	905	00 P 1	1,386.45	1,386.45	1,386.45	
	310	1987	909	00 P 1	2.40	2.40	2.40	
	310	1987	910	00 P 1			1,143.59	
	310	1987	911	00 P 1			178.34	
	310	1987	921	00 P 1	96.84	96.84	96.84	
	310	1987	922	00 P 1	10.01	10.01	10.01	
	310	1987	923	00 P 1			77.62	
	310	1987	950	00 P 1			572.98	
			TOT	P1	1,495.70	1,495.70	8,522.60	
			TOT	N1			11.71	
			** JOB TOTALS **		1,495.70 **	1,495.70 **	8,534.31	**

	310	1982	980	00 P 1				343.80		
			TOT	P1				3,996.21		
			** JOB TOTALS **			**		**	3,996.21	**

STEW PRKWY&HARVD AVE ROSEBURG CONT NO X FA PROJ NOS M 135001 100 STATE

	310	1983	296	00 N 9	Tr. St.			4,522.88CR		
	310	1983	298	00 N 9	" Fed			4,522.88		
	310	1983	901	00 P 1	RES Engr.			2,315.14		
	310	1983	901	00 N 1	" "			7.20		
	310	1983	905	00 P 1	Fld DES			130.64		
	310	1983	911	00 P 1	SIGN			2,393.66		
	310	1983	914	00 P 1	UT.			.60		
	310	1983	920	00 P 1	PM			83.86		
	310	1983	921	00 P 1	Specs			333.24		
	310	1983	922	00 P 1	ADM. Ser.			16.12		
			TOT	P1				5,273.26		
			TOT	N1				7.20		
			** JOB TOTALS **			**		**	5,280.46	**

VALYBLVDSPRR X'ING CONT NO FA PROJ NOS MG 120001 100 STATE

	310	1986	910	00 P 1				104.43		
			TOT	P1				104.43		
			** JOB TOTALS **			**		**	104.43	**

[illegible] ST CANYONVILLE CONT NO FA PROJ NOS SOS 004001 100 STATE

	310	1987	296	00 N 9		792.75CR		792.75CR	6,026.97CR	

[illegible] JOB COST SUMMARY JULY 1980 PAGE 588

[illegible] OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	310	1987	298	00	N 9	792.75		792.75		6,026.97	
	310	1987	901	00	P 1					5,054.37	
	310	1987	901	00	N 1					11.71	
	310	1987	905	00	P 1	1,386.45		1,386.45		1,386.45	
	310	1987	909	00	P 1	2.40		2.40		2.40	
	310	1987	910	00	P 1					1,143.59	
	310	1987	911	00	P 1					178.34	
	310	1987	921	00	P 1	96.84		96.84		96.84	
	310	1987	922	00	P 1	10.01		10.01		10.01	
	310	1987	923	00	P 1					77.62	
	310	1987	950	00	P 1					572.98	
			TOT	P1		1,495.70		1,495.70		8,522.60	
			TOT	N1						11.71	
			** JOB TOTALS **			1,495.70	**	1,495.70	**	8,534.31	**

CEDAR ST-OAK ST(OAKLAND)	CONT NO 8813 & FA PROJ NOS SOS 001001 100											STATE	
	310	1084	201	00	P	1				62,478.16		79	79
	310	1084	201	00	N	1				55.35		79	79
	310	1084	206	00	N	1				7.99		79	79
	310	1084	295	00	N	9				10,000.00		78	78
	310	1084	296	00	N	9				68,500.00CR		78	79
	310	1084	298	00	N	9				58,500.00		78	79
	310	1084	900	00	P	1	11.48		11.48	14,876.97		78	80
	310	1084	900	00	N	1				89.26		78	79
	310	1084	920	00	P	1				17.18		78	78
	310	1084	950	00	P	1				192.23		79	79
			TOT	P1			11.48		11.48	77,564.54			
			TOT	N1						152.60			
			** JOB TOTALS **				11.48	**	11.48	77,717.14	**		
												STATE	
W STEWART PRK WY-W HARVRD AVE	CONT NO 8913 & FA PROJ NOS M 135001 100												
	310	1088	201	00	P	1	Cont.			27,551.40		79	80
	310	1088	201	00	N	1	"			261.00		79	79
	310	1088	206	00	N	1	Interest			25.87		80	80
	310	1088	210	01	P	1	Mat Furn. - Place by Cont			11,861.83		79	79
	310	1088	295	00	N	9	Tri City			2,815.00		79	79
	310	1088	296	00	N	9	" St.	265.57	265.57	40,993.43CR		79	80
	310	1088	298	00	N	9	" Fed	265.57CR	265.57CR	38,178.43		79	80
	310	1088	900	00	P	1	Engr			4,887.04		79	80
	310	1088	900	00	N	1	"	11.48	11.48	11.48		80	80
	310	1088	920	00	P	1	P.M.			55.70		79	79
	310	1088	921	00	P	1	Specs			156.60		79	79
			TOT	P1						44,512.57			
			TOT	N1			11.48		11.48	298.35			
			** JOB TOTALS **				11.48	**	11.48	44,810.92	**		
												STATE	
NE UMATILLA-NE 4TH AV SUTHERL	CONT NO		FA PROJ NOS SOS 002001 100										
	310	1090	900	00	P	1				354.93		79	80
	310	1090	920	00	P	1				12.74		79	79
			TOT	P1						367.67			
			** JOB TOTALS **					**		367.67	**		
												STATE	
SPRR XING @ DOUGLAS ST(ROSEBU	CONT NO		FA PROJ NOS RRS 00S047 100 RRO 00S047										
	310	1091	205	01	P	1	3,862.00CR		3,862.00CR	3,862.00CR		80	80

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	310	1091	270	01	P 1	38,620.00	38,620.00	38,620.00	80	80
	310	1091	296	00	N 9			27.22CR	79	79
	310	1091	298	00	N 9			27.22	79	79
	310	1091	900	00	P 1	1.60	1.60	1.60	80	80
								71.06	79	79

	310	1084	201	00	P 1					55.35	79	79	
	310	1084	201	00	N 1					7.99	79	79	
	310	1084	206	00	N 1					10,000.00	78	78	
	310	1084	295	00	N 9					68,500.00CR	78	79	
	310	1084	296	00	N 9					58,500.00	78	79	
	310	1084	298	00	N 9					14,876.97	78	80	
	310	1084	900	00	P 1	11.48		11.48		89.26	78	79	
	310	1084	900	00	N 1					17.18	78	78	
	310	1084	920	00	P 1					192.23	79	79	
	310	1084	950	00	P 1								
			TOT	P1		11.48		11.48		77,564.54			
			TOT	N1						152.60			
			** JOB TOTALS **			11.48	**	11.48	**	77,717.14	**		

W STEWART PRK WY-W HARVRD AVE CONT NO 8913 * FA PROJ NOS M 135001 100 — STATE

	310	1088	201	00	P 1	Cont.				27,551.40	79	80	
	310	1088	201	00	N 1	"				261.00	79	79	
	310	1088	206	00	N 1	Interest				25.87	80	80	
	310	1088	210	01	P 1	Mat Form - Place by Cont				11,861.83	79	79	
	310	1088	295	00	N 9	Tri City				2,815.00	79	79	
	310	1088	296	00	N 9	" St.	265.57		265.57	40,993.43CR	79	80	
	310	1088	298	00	N 9	" Fed	265.57CR		265.57CR	38,178.43	79	80	
	310	1088	900	00	P 1	Engr				4,887.04	79	80	
	310	1088	900	00	N 1	"	11.48		11.48	11.48	80	80	
	310	1088	920	00	P 1	P.M.				55.70	79	79	
	310	1088	921	00	P 1	Specs.				156.60	79	79	
			TOT	P1						44,512.57			
			TOT	N1		11.48		11.48		298.35			
			** JOB TOTALS **			11.48	**	11.48	**	44,810.92	**		

NE UMATILLA-NE 4TH AV SUTHERL CONT NO FA PROJ NOS SOS 002001 100 — STATE

	310	1090	900	00	P 1					354.93	79	80	
	310	1090	920	00	P 1					12.74	79	79	
			TOT	P1						367.67			
			** JOB TOTALS **				**		**	367.67	**		

SPRR XING @ DOUGLAS ST(ROSEBU CONT NO FA PROJ NOS RRS 005047 100 RRO 005047 — STATE

	310	1091	205	01	P 1	3,862.00CR		3,862.00CR		3,862.00CR	80	80	

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1980 — PAGE 148

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	310	1091	270	01	P 1	38,620.00	38,620.00	38,620.00	80	80
	310	1091	296	00	N 9			27.95CR	79	79
	310	1091	298	00	N 9			27.95	79	79
	310	1091	900	00	P 1	1.60	1.60	1.60	80	80
	310	1091	915	00	P 1			31.06	79	79

7713

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

1-2-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hap Taylor, Inc., No. 8927	Odell Lake Rock Production Klamath County	December 11, 1979
W. R. Grasle Co., No. 8746	SW Barbur Blvd. @ SW Miles; W. Burnside St. @ NW 23rd; SW 1st Ave. @ SW Arthur Multnomah County	December 11, 1979
Mocon Corp., No. 8620	NE Sandy Blvd. U'xing, Multnomah County	December 11, 1979
Hamilton Electric, No. 8680	Elm Ave.-E. Highland Ave. (Hermiston), Umatilla Co.	December 13, 1979
Hertz Electric, Inc. No. 8825	Martinazzi Ave. & Boones Ferry Rd. @ SW Nyberg Rd. (Tualatin), Washington Co.	December 14, 1979
Columbia Excavating, Inc., No. 8573	NE Glisan St.-SE Division St. (Sound Barriers & Bikeway), Multnomah Co.	December 14, 1979
C. G. Gredvig, Inc., No. 8948	Willamina Ave.-26th Ave. (Forest Grove), Washington County	December 14, 1979
Poe Asphalt Paving, Inc. No. 8961	Wades Point-Joseph Wallowa County	December 18, 1979
Gervais Construction Co. No. 8744	Church St.-Mill St. (Silverton) Marion County	December 19, 1979
Sims Electric, Inc. No. 8913	W. Stewart Parkway @ W. Harvard Ave. (Roseburg) Douglas County	December 19, 1979

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Construction, No. 8847	Willow Creek (Morgan Street) Bridge, Morrow County	December 27, 1979

January 2, 1980 /s/ H. S. Coulter

H. S. Coulter, State Highway Engineer

8913

December 21, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

CON 5
#8913

Gentlemen:

Contract No. 8913 awarded to Sims Electric, Inc. for traffic signal installation on the West Stewart Parkway at West Harvard Avenue in Roseburg on FAU 3135 in Douglas County was completed on August 13, 1979, and accepted by the State Highway Engineer on December 19, 1979.

Final payment in the amount of $1,391.00 will be released to the contractor after December 27, 1979. The total contract amount is $27,812.40. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely

C. W. Head
COMMISSION SERVICES

jmc

cc: Sims Electric, Inc.
721 S.E. Oak
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

1913

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

RECEIVED
STATE HWY ENGR
DEC 19 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: November 16, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-3135(1)

Contract 8913, Work Completed August 13, 1979

Project W. Stewart Parkway @ W. Harvard Ave. (Roseburg)

Highway FAU 3135 (Stewart Parkway)

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 10, 1979

G. K Hansen
for G. L. Green
Division Administrator

noted H. S. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
DEC 18 1979
CONSTRUCTION BRANCH

Keasey, Richards, Jackmond, Berg, Hopkins, Inlees, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W. Stewart Parkway @ Harvard Ave		WEEK ENDING: Aug 18, 1979
		SECTION PREFIX: 310-1088
HIGHWAY: FAU 3135 (W.Stewart)		COUNTY: Douglas
NAME OF JOB: W. Stewart Parkway @ W.Harvard Ave	KIND OF WORK: Traffic Signal	
CONTRACTOR: Sims Electric, Inc	CONTRACT NUMBER: 8913	FEDERAL AID PROJECT NUMBER: FAU M-3135 (1)
DATE OF CONTRACT: May 25, 1979	DATE WORK STARTED: June 27, 1979	ESTIMATED COMPLETION DATE: July 31, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 81
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 90
PROJECT AUTHORIZATION: $ 44,782.10		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 40,871.00	ENGINEERING AUTHORIZATION $ 3,911.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 38,221.00	This week 443.19	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
	ENGINEERING COST TO DATE $ 3,768.07	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT UNDERRUN 6 %	PERCENT OF AUTHORIZATION 96 %	August 13, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Traffic
				Pole Base	poles	Loops		Signal heads
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				4	4	24		12
TOTAL QUANTITIES CORRECTED TO DATE				4	4	24		12
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				4	4	24		12
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12		1		
MONDAY	13	Prtly cloudy-cool	1		
TUESDAY	14	Showers - warm	0		2nd Notification 8-13-79
WEDNESDAY	15	Showers - warm	0		
THURSDAY	16	Prtly cloudy-warm	0		
FRIDAY	17	Prtly cloudy-warm	0		
SATURDAY	18		0		

RECEIVED
AUG 20 1979
CONSTRUCTION BRANCH

Keasey, Jeckmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Imlah, Widmer, Gehauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Project accepted. 2nd notification sent 8-13-79
TUESDAY	No activity rest of week
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Work on the ground is complete. Semi-final Estimate will be submitted next week. $5,000.00 will be deducted from the semi-final estimate until such time as the contractor replaces materials borrowed from OSHD

This is the final weekly report for the project.

Total miles - 7,690

SIGNED A. D. Schlenker LOCATION Roseburg

Ass't Res Engr

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8913

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 6-90	FEDERAL-AID PROJECT AGREEMENT 6-7-79	County Douglas
		Project No. M-3135(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Stewart Parkway (Roseburg)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-27-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$48,937.00	$43,113.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 07 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. M-3135(1)

W. Stewart Parkway at W. Harvard Ave. (Roseburg)
FAU 3135 (W. Stewart Parkway)
Douglas County

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,300.00
Type Code y031			
Signal (W. Stewart Parkway at W. Harvard Ave.)			
Temporary Protection and Direction of Traffic	All Required		$ 400.00
Temporary Signs	141 Sq. Ft.	4.00	564.00
Flagmen	40 Hrs.	16.00	640.00
Traffic Signal Installation, Complete	All Required		25,837.00
			$27,441.00

Anticipated Items

State Furnished Signal Material	All Required	$10,670.00
	Subtotal	$38,111.00
	Engineering	4,526.00
	Engineering (Sig. Cont. Testing)	1,000.00
	Total	$43,637.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 5,300	$ 4,669	$ 316	$ 315
Signals	43,637	38,444	2,596	2,597
Total	$48,937	$43,113	$2,912	$2,912

Group 1 100%
Contract No. 8913
Prefix 310-1983
Prefix 310-1088

2413

April 27, 1979

City of Roseburg
City Hall
Roseburg, Oregon 97470

Attn: Richard P. Adams
City Recorder

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Sims Electric, Inc., 72 S.E. Oak Ave., Roseburg, Oregon 97470 for signal installation at Stewart Parkway and Harvard Avenue Section, FAU 3135. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$27,441.00
State Furnished Signal Materials	10,570.00
Signal Controller Testing (Engineering)	1,000.00
4% Contingencies	1,760.00
(9%) or (10%) Engineering	3,519.99
ESTIMATED TOTAL COST	$44,390.99
City's Advance Deposit: 7% of $44,390.99 = $3,107.37 or say	$ 3,100.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

Please make your check for $3,100.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Engineer

FFH:pf

bcc w/AD # 621: Jack Ayres, Region 3 Federal Aid Specialist
Vern Skoog - Please return completed AD #621 when check is received.

8913

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3135(1)

STATE CT NO. See below

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90006

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info | Insp | R/D | D.R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	4-4-79	FAU 3135	City Street

GENERAL LOCATION:
Stewart Parkway at Harvard Ave. (Roseburg) Section

GENERAL DESCRIPTION OF WORK:
Signal Installation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) State Furnished Signal Material $10,670

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 2, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $55,003 - Federal Funds $48,457.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8913

710

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 3-26-79

Subject: Federal Aid Project No. M 3135(1)
Project Name Stewart Parkway @ Harvard Avenue

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 2nd day of March, 1979

cc: OE. Swan
CT. Keasey
R. Trigstad sent 4-2-79

Certified By:

Regional Right-of-Way Supervisor
Date 3-26-79

City of Roseburg

Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8413

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 15, 1979

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project M-3135(1)
Stewart Parkway at Harvard Ave.
Roseburg - Douglas County

FROM : G. L. Green, Division Administrator

TO : H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's March 14, 1979, letter requested my concurrence that it is in the public interest to use State-furnished traffic signals on this project. I concur, based on the high accident exposure at the subject intersection and the significant time saving by using available State-owned signal hardware.

for G. L. Green

cc:
D. E. Swan (ODOT)

RECEIVED
STATE HWY ENGR
MAR 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

91

Roseburg

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 14, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT State Furnished Material
Stewart Parkway @ Harvard Ave. (Roseburg)
Oregon Project No. M-3135(1)

A public interest finding is requested in the State furnishing traffic signal material for this project rather than having it contractor furnished.

The new bridge across the South Umpqua River was completed and opened to traffic in November of 1978. The subject intersection at the end of the bridge has been operating with a "Stop" sign as the only traffic control device since then.

Harvard Avenue is a four-lane facility with a continuous left-turn refuge carrying some 18,000 vehciles per day. No recent counts have been made on Stewart Parkway but in the planning stages, it is estimated that in excess of 5,000 vehicles per day would be experienced on Stewart Parkway.

The foregoing conditions indicate we should complete the installation as soon as possible. Our contract specifications will have a completion time of 90 calendar workdays instead of 270 calendar workdays that would be necessary if the contractor were furnishing the material because there is an 8 or 9-month delivery period for contractor ordered signal material.

The specifications will list the material to be furnished and will direct the contractor to pick it up at the Salem Shop area. Our estimated value to be charged the project for the material is $10,670--Federal Funds $9,400.

DAR:dmc
cc: J. H. Versteeg
L. E. George
A. Shirley, Region 3

Paul - file copy
Art
O.b.

1 Versteeg
2 Christensen
Georgs
Olson
Tarpin
3 Sullivan
Scott
Anderson

RECEIVED
MAR 14 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

2713

Section W. Stewart Parkway at W. Hu...ard Ave (Roseburg) Program...ng Estimate $ _____

Highway FAU 3135 (W. Stewart Parkway) Project Length —

County Douglas 3-12-79 Completion Time 90 calendar days

Kind of Work Traffic Signal Installation _____

Prefix 310- 1983 FA Project No. M-3135 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 37,368.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Signal Materials	10,670	
Install Water Meter		$ 11,670.00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,000	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
	SUBTOTAL	$ 49,038.00
Contingencies (4-1/2%)		2,206.71
Engineering (10 %)		4,903.80
Credit for _____		$
Estimated Net Authorization, Construction		$56,148.51

APPROVED

_____
Road Design Engineer

ORIG. EST $36,000
CITY OK
3-12-79

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 1

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 1-24-79

Section W. Stewart Parkway at W. Harvard Ave. — County Douglas

Kind Of Work Traffic Signal Installation — Length — — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	946.00
2	Temporary Signs		Sq. Ft.	141	6.00	846.00
3	Flagman		Hour	40	22.00	880.00
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	34,696.00
	Total					37,368.00

8913

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 31, 1979

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

SUBJECT: Traffic Signal
Stewart Parkway @ Harvard Blvd.
City of Roseburg

TO: L.E. George
Traffic Engineer Supervisor
SALEM

Attached is a letter from the City of Roseburg confirming their position as to type of signal desired, dollar amounts previously discussed and the property easement required for pole and loop installation.

JA/cp
Attach.
cc: D.H. Moehring
Jack McCormick
Curt Duval

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 1 1979
TAA Holmes Zehner File: PM ☑ FA
LG OP

Telephone 503/672-7701

CITY OF ROSEBURG

900 S.E. Douglas Avenue
ROSEBURG, OREGON 97470

January 29, 1979

Mr. Kipp Osborn
Regional Traffic Engineer
Department of Transportation
P. O. Box 128
Roseburg, Oregon 97470

Dear Mr. Osborn:

This letter is to confirm the City of Roseburg's position on the traffic signal on Harvard at Stewart Parkway.

As discussed previously the signal is to be full 5-phase and serve the Catholic Church driveway to the south.

The $3,310 alluded to in the letter of November 29, 1978 from the Highway Division will be provided by the City ($2,310) and church ($1,000).

We have negotiated with the church in addition, $100 for an easement for pole and loop installation (appraisal attached hereto).

Thank you for your help in the project - hope it can move ahead rapidly.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

attachment

1-30-79
CC: D. H. Mochring
L. E. George

ROSEBURG REGION
RECEIVED
JAN 30 1979

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

8913

8

FORM 81-734-9030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 8, 1979

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: R/W Services Agreement #117
Stewart Park-Harvard Ave.
City of Roseburg

TO:

Virgil Wilson
Region 3 R/W Supervisor

MISC. CONTRACTS and AGREEMENTS No. 6925

Attached are two copies of the subject agreement, one for the City and one for your file.

The prefix for this project will be 10-8223.

AE
mp
Attach.

cc: Cecil Head, w/orig.
Finance, Jim Kinns, w/c
Local Gov't Programs, w/c
Appraisal, w/c

1-11-79
noted in
agree. book

8913

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic DEPT. 378-6537 TELEPHONE

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: November 29, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Additional Details regarding the Proposed FAUS Funded
Traffic Signal
Harvard Avenue at Stewart Parkway
Roseburg

This will confirm a telephone conversation with Mr. Gix of your office that he was advised that private accesses, as a matter of policy, must be financed by the private sector benefiting from the service.

The access at the subject intersection serving the catholic church parking lot will cost $3,310 more that a standard "T" type intersection.

It is my understanding that a figure of $1,700 was suggested by City officials to the church. We have no interest as to where the funds originate as long as the cost is not borne by the FAUS project and the State does not match the cost of the private access portion.

If the City were to accept this as a dedicated street then the total cost could be FAUS funded.

Please advise the City of this policy and the cost estimate.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

GLC:cs

cc: H. S. Coulter
D. H. Moehring

RECEIVED
STATE HWY ENGR
NOV 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Stewart at Harvard

Cost Difference 3 Phase versus 5 Phase
(1N Place)

1 programmed signal head	850.00
2 12-8-8 signal head	720.00
1 intersection illuminated sign	260.00
2 detector amplifier	200.00
6 loop detectors	430.00
200' of feeder cable	500.00
Difference in 3 Phase & 5 Phase controller	350.00
	$3,310.00

MINIMUM PAYMENT APPRAISAL
(Not to Exceed $150)

ORIGINAL [x]
REVISION [ ]

URBAN [x]
RURAL [ ]

Agency City of Roseburg

File No. None
Name Archdiocese of Portland, In OREGON
Section Stewart Parkway @ Harvard Blvd.
Highway Harvard Blvd., a city street
County Douglad

Description Dated Not dated
Fed. Project No.

Owner(s) The Archdiocese of Portland IN OREGON
Address 800 W. Stanton, Roseburg, OR 97470

PROPERTY LOCATION: South side of Harvard at Stewart Parkway Bridge

AREAS:

Entire Property 6.45±
Fee Simple Taking
Permanent Easement 2055 SF
Temporary Easement

ACCESS CONTROL:

	Before	After
Complete Restriction		
Limited to Location		
Unrestricted	X	X

IMPROVEMENTS IN TAKING: None

EFFECT OF TAKING: Very limited

REMARKS: In the after situation, owner retains about 95% of fee ownership. The traffic light will be built on the slopes of the existing road and the slopes of the existing sidewalk. The private road will be grooved to install sensor wires for the traffic light. The primary reason for the light being installed on Church property is to control traffic to and from the Church parking lot. The minimum consideration assigned ($100) values the property at over $2,000 per acre. This value is well within the range of those residential potential lots of 5 - 9 acres.

The proposed acquisition is minor in nature and does not cause any damage or material hardship in the use and enjoyment of the remainder property. Based upon my inspection of the property and knowledge of land values in the area, it is my opinion that the value of the property being acquired is: $100 minimum consideration

81-734-3960
5-24-77

CERTIFICATE OF APPRAISER

I hereby represent that I am adequately qualified legally and professionally to appraise the property valued herein. I certify that I have no direct or indirect, present or contemplated future personal, financial or family interest in the subject property, nor will I in any manner benefit from the appraisal or acquisition thereof such as to constitute a conflict of interest. I further agree to disclose any personal interest that I have, or that I later acquire, in any other properties within the zone of immediate influence of the public project involved until such time as that project has been completed.

I hereby certify: that on * 12-27 & 28-78 (date)(s), I personally made a field inspection of the property herein appraised and have afforded the property owner or his personally designated representative the opportunity to accompany me at the time of inspection. I have also personally made a field inspection of comparable sales in making this appraisal. The comparable sales relied upon in making said appraisal are considered to be representative of the value of the subject property. I have also personally verified any other valuation data relied upon in making said appraisal.

That to the best of my knowledge and belief the statements contained in the appraisal herein set forth are true, and the information upon which the opinions expressed herein are based is correct; subject to the limiting conditions herein set forth.

That I understand that such appraisal may be used in connection with the acquisition of property for a project to be constructed by the State of Oregon, or a subdivision thereof, with the assistance of Federal-Aid Highway Funds or other Federal Funds, and that to the best of my knowledge, such appraisal has been made in conformity with the appropriate State laws, regulations and policies and procedures applicable to appraisal of property for such purposes, and that to the best of my knowledge, no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State.

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the acquiring agency of said State, or of the participating Federal Agency, and I will not do so until so authorized by said State officials, or until I am required to do so by due process of law. It is clearly understood by me that this appraisal has been requested by the acquiring agency of said State for the purposes of negotiations or contemplated or pending litigation to acquire the property evaluated herein; that I will provide such additional appraisal services as may be requested by the acquiring agency in the valuation of this property; and, if called upon to do so, I will defend this appraisal in court.

That any decrease or increase in the value of the property herein appraised, prior to the date of valuation, which decrease or increase, other than that due to physical deterioriation within the reasonable control of the owner(s), was caused by the public improvement for which the property is being acquired, or by the likelihood that the property would be acquired for such improvement, has been disregarded in determining the compensation for the property.

That my opinion of just compensation for the property appraised, as of the **4th day of January 19 78 is ***$ 100 based upon my independent appraisal and the exercise of my professional judgment, and that the conclusion set forth in this appraisal was reached without collaboration or direction as to value.

January 4, 1979
(Date)

Robert F Simpson
(Signature)
Robert F. Simpson

*Dates subject was inspected.
**Date of valuation.
***Value of property appraised.

2-24-77

OREGON STATE HIGHWAY DIVISION
Appraisal Review

Original X Revision _____

Date of Description _____

Area: 2055 SF, Perm. Easement

File No.:
Name: Archdiocese of Portland, In Oregon
Section: Stewart Parkway @ Harvard Blvd.
Highway: City Street - Harvard Blvd.
County: Douglas
Fed. Proj. No:

Access for Remainder:

As of this date, the current appraisals on this file are as follows:

Appraiser	Date Written	Date of Valuation	Original or Rev.	Value Entirety	Value Remainder	Value Taking
Simpson	1-4-79	1-4-79				100

I certify that I have no direct or indirect, present or contemplated future personal, financial or family interest in the subject property, nor will I in any manner benefit from the acquisition thereof such as to constitute a conflict of interest. I further agree to disclose any personal interest that I have, or that I later acquire, in any other properties within the zone of immediate influence of the highway project involved until such time as that project has been completed.

My determination has been reached independently based upon appraisals and other factual data of record without improper collaboration or direction. I have visually examined subject property and comparable sales to this extent:

It is my determination that just compensation for the part taken, including damages, if any, to the remainder is $ 100

ALLOCATED AS FOLLOWS:

Land	$	100 minimum consideration
Improvements	$	
Damages	$	
_____	$	
_____	$	
_____	$	
TOTAL	$	100

The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

County: Douglas
Fed. Proj. No:

Access for Remainder:

As of this date, the current appraisals on this file are as follows:

Appraiser	Date Written	Date of Valuation	Original or Rev.	Value Entirety	Value Remainder	Value Taking
Simpson	1-4-79	1-4-79				100

I certify that I have no direct or indirect, present or contemplated future personal, financial or family interest in the subject property, nor will I in any manner benefit from the acquisition thereof such as to constitute a conflict of interest. I further agree to disclose any personal interest that I have, or that I later acquire, in any other properties within the zone of immediate influence of the highway project involved until such time as that project has been completed.

My determination has been reached independently based upon appraisals and other factual data of record without improper collaboration or direction. I have visually examined subject property and comparable sales to this extent:

It is my determination that just compensation for the part taken, including damages, if any, to the remainder is $ 100

ALLOCATED AS FOLLOWS:

Land	$	100 minimum consideration
Improvements	$	
Damages	$	
	$	
	$	
	$	
TOTAL	$	100

The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

It is understood that this determination of just compensation is to be used in conjunction with a Federal-aid or State Highway project. To the best of my knowledge items compensable under State Law but not eligible for Federal reimbursement, if any, have been set forth separately above.

REVIEWING APPRAISER Virgil Wilson

DATE OF REVIEW January 4, 1979

81-734-3753
11/15/74

8143

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-27-78

FEDERAL AID PROJECT NO. M-3135(1)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90006

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-27-78	FAU-3135	City Street

GENERAL LOCATION:
Stewart Parkway at Harvard Ave. (Roseburg)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ TEC NTE $3,000 - F.F. $2,570

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-11-78, I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

11-2

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8913

October 24, 1978

City of Roseburg
City Hall
Roseburg, OR 97470

Attention: Richard P. Adams
City Recorder

CONTRACTS and AGREEMENTS No. 6722

Gentlemen:

Attached for your records is a fully executed copy of an agreement to signalize the intersection of Stewart Parkway and Harvard Avenue in Roseburg.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dja
Attachment

bc Don Harwell (Agreement attached)

8913

October 17, 1978

City of Roseburg
900 S.E. Douglas Street
Roseburg, Oregon 97470

Attn: Mr. Don Bontz
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Stewart Parkway at Harvard Avenue Urban System project.

Financial sharing of the preliminary engineering is:

Total P.E.	$3,000.00
Federal Funds	2,570.00
Balance	$ 430.00

Local Share:

50% of $430.00 = $215.00

Please make your check in the amount of $215.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

GEZ:pf

bcc w/AD # 519: Vern Skoog - Please return completed AD # 519 when check is received.
Region 3 Federal Aid Engineer ~~Glen L. Clark~~ Jack Ayres

8913

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90006
Project No. M-3135(1)
Stewart Parkway @ Harvard Ave. (Roseburg)
Douglas County

Attached is data for the subject project.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain P. S. & E. approval at an estimated total cost of $3,000 with an obligation of $2,570 in Federal funds.

CL:pf
Attachment

cc: A. Shirley (Region 3)
G. Zehner w/att.

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-11-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 — City St., Stewart Parkway (Roseburg) — 66	ADT	PRESENT 23,300	FUTURE - - - (66)	YEAR (70) (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 — P.E. Traffic Signal — 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 — M- — 28	NUMBER 7 — 3135		

CARD 4	CLASS OF FEDERAL FUNDS — Urban System	COUNTY NAME — Douglas	69 (14)		
	NAME OF URBAN AREA 17-31 — Roseburg	ROUTE NO. U	FEDERAL-AID 3135 *	STATE (32) City St.	U.S. (36) (37) - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1	(1415)	(18	41	42	43 46	53						
5					PE		"Stewart Parkway @ Harvard Ave. (Roseburg)	0.0	3,000	2,570	215	215 (City)
5					ROW							
5					CONST (CODE) Topics Y031			0.0	37,000	31,730	2,635	2,635 (City)
							PROJECT TOTALS	0.0	40,000	34,300	2,850	2,850 (City)

CARD 1	CODE 1	PREPARED BY — CL
7	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33) REMARKS

* Steward Parkway

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

10-11-78

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t., Stewart Parkway (Roseburg)	ADT	23,300	- - -		10	Oregon	41	W32	90006

K (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gnal								M-	3135	(1)		

Urban System

COUNTY NAME	CODE	PROGRAM STAGE
Douglas	019	1 OR 2

Roseburg

ROUTE NO.U	FEDERAL-AID	STATE	U.S.
	3135 *	City St.	- - -

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
			0.0	3,000	2,570	215	215 (City)	
V								
ST		"Stewart Parkway @ Harvard Ave. (Roseburg)	0.0	37,000	31,730	2,635	2,635 (City)	ROW - 80' normal; Access Control-none; Parking Restrictions-complete.
CL		PROJECT TOTALS	0.0	40,000	34,300	2,850	2,850 (City)	

DATES

REMARKS

* Steward Parkway

-OVER-

USCOMM DUSCOMM-DC 48905-P61

STEWART PARKWAY @ HARVARD AVE. (ROSEBURG)
PROJECT NO. M-3135(1)

NOTE:

This pr

Existing Facilities:

Stewart Parkway -- 54 foot curbed roadway (new roadway under construction by City)
Harvard Avenue -- 64 foot curbed roadway.

Adjacent Sections:

Same as existing facility.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.

2) Install multi phase traffic actuated signal and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

NOTE:

This project is in Congressional District No. 4.

y (new roadway under

y.

ists of the following:

cluding utility

ignal and incidental
Adjustment of utilities

evelopments, Historical

reements.

ions of paragraph 10e.

Oregon Action Plan.

e development of this project.

Form [illegible]-731-3030

8913

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ..... Stewart Parkway @ Harvard Ave. (Roseburg) ..... Date ..... August 24, ..., 1978

Highway ..... City Street ..... Authorization No. ..... 1 .....

County ..... Douglas ..... Survey Prefix ..... 310-1983 .....
(Assigned by Salem office)

Description of termini, route, length, etc.: The project is located at the intersection of Stewart Parkway and Harvard Ave. The subject intersection is located approximately 1.0 mile westerly of the Pacific Highway.

RECEIVED
NOV 06 1978
ACCTG. CONTROL

Purpose of survey: To prepare plans, specifications and estimates for installation of a traffic signal.

M-3135(1)
10-27-78

Estimate of cost:			
	Field	901	1,200
	Design	905	200
	Traffic	911	900
	Utility	914	200
	Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

Frank E. Pierce
..... Location Engineer

Approved:

E. J. Lund
..... Assistant State Highway Engineer
Tech. Serv. Mgr

SP*19980-734

N Ko

8713

8

August 3, 1973

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests (3)
and Urban System Project Cancellation

On the Consent Calendar for the August 15 meeting will be three requests for approval of Urban System projects and a request to cancel a previously approved project.

Baker is requesting a $60,800 project to furnish and place a 5-inch asphaltic concrete surface on a 0.4 mile segment of Auburn and Washington Avenues.

The request from Portland is for a $52,300 project to add left-turn phases to existing traffic signals at ten intersections.

A $40,000 project to signalize the intersection of Stewart Parkway and Harvard Avenue is being requested by the City of Roseburg.

Cancellation of a previously approved $5,000 traffic study in the Medford central business district is being requested.

Federal Urban System funds for these projects are estimated at $126,800 with the State providing approximately $13,150 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
A. Shirley, Jr.
W. E. Schwartz
D. N. Harwell
George Bell

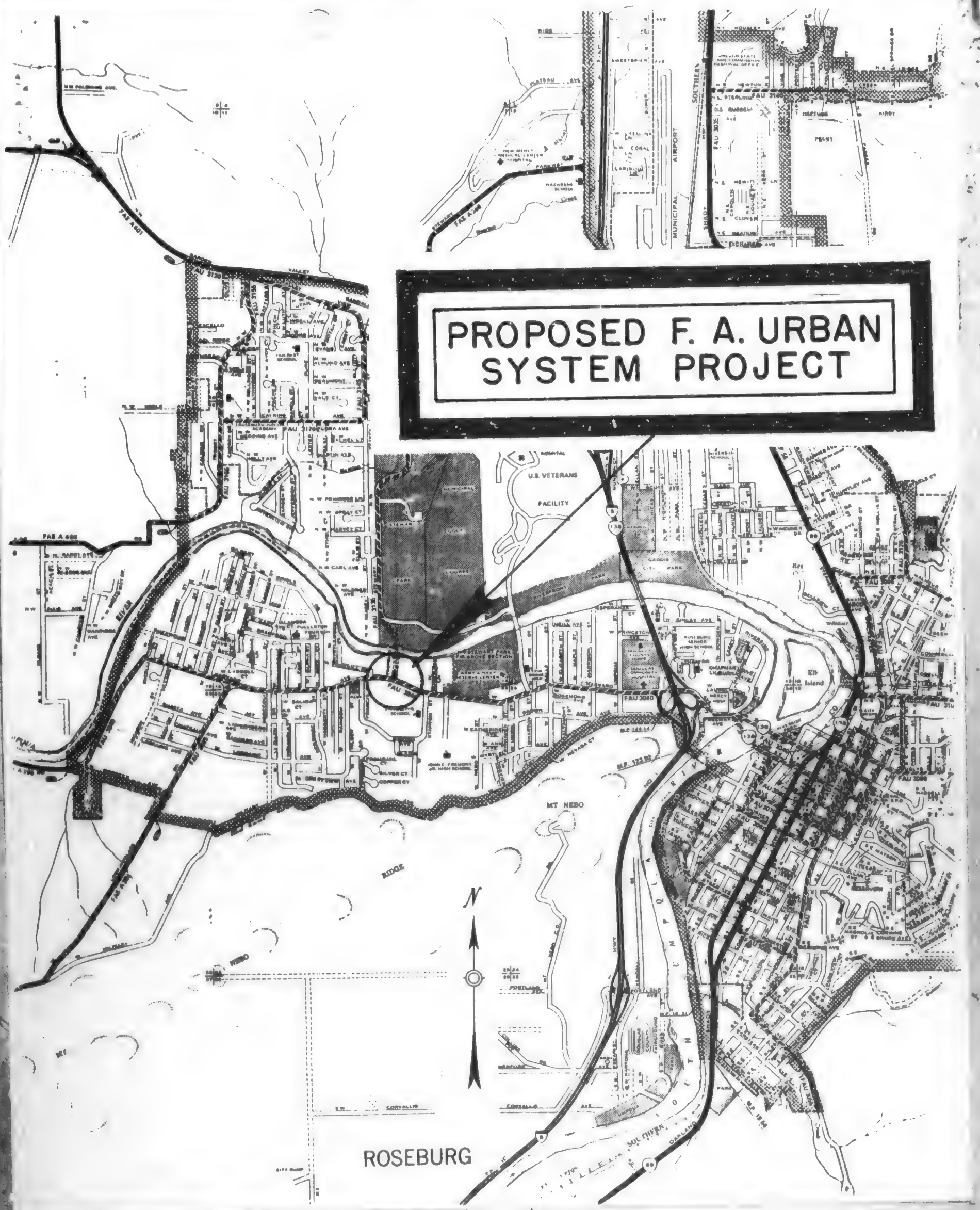
CITY OF ROSEBURG
Proposed Urban System Project

Stewart Parkway (FAU 3135) at Harvard Avenue
Traffic Signals and Illumination
$40,000

This project consists of installing a 5-phase, fully actuated traffic signal at the intersection of Stewart Parkway and Harvard Avenue. The construction of Stewart Parkway is being accomplished under a separate contract and will be completed in late fall.

State will perform preliminary and construction engineering for the project.

PROPOSED F. A. URBAN SYSTEM PROJECT



8913

FEDERAL AID PROJECT REQUEST

Date June 8, 1978

Applicant Agency City of Roseburg
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. ____ Route Name ____
Project Name Harvard/Parkway Signal

Project Length 200 feet Project Location (Attach sketch map)
Project Description Provide a 5 phase, fully activated traffic signal at the intersection of Stewart Parkway and Harvard Avenue. This intersection is due to be opened in September of this year.

Average Daily Traffic Harvard - 16,000 Parkway - 7,300 Design Speed Approaches 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Parkway - 54' Harvard - 64' Travel Lanes Parkway - 3 Harvard - 5 Shoulders 0
Medians 0 Parking 0
Sidewalks 7' on Harvard and west side of Parkway
Remarks 5' Sidewalk on east side of Parkway

2. Desired Roadway Cross Section: (Attach sketch)

Width Parkway - 54' Harvard - 64' Travel Lanes Parkway - 3 Harvard - 5 Shoulders 0
Medians 0 Parking 0
Curbed 0 Length Curb Radii 0
Sidewalk/Bikeway 7' sidewalks on Harvard and west side of Parkway
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____.

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. Proposed Signalization:

Location Harvard at Stewart Parkway

Type Activated

Phases 5

Type of Suspension To be engineered

Interconnected No

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

PP&L rentals - to be removed by PP&L (Pacific Power and Light)

2. Proposed Illumination:

Location Provide illumination of intersections as a part of this project

Type if materials are available.

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Public Works Department Office
2. Environmental — Public Works Department Office
3. Public Hearing — Public Works Department Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State " _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes_____ No__X__

If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	36,000
Illumination	_____
Structures	_____
Railroad	_____
Other_____	_____
Preliminary engineering	4,000
PROJECT TOTAL	$ 40,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Roseburg and/or Douglas COUNTY

By _____ By _____

By _____ By _____

By _____

(1976)

8913

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 7

Roseburg, Oregon
June 5, 1978

FROM: J.X. WILSON
Regional Maintenance Engineer

TO: L.E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement
Stewart Parkway and
Harvard Avenue
Roseburg

ATTENTION: GLEN L. CLARK

Attached is a letter dated June 1, 1978, from Donald Bentz including documentation for council action approving a traffic signal installation at the subject location.

Could you please prepare an agreement posthaste as per our previous telephone conversation outlining the terms for this project.

As you may recall, the state was to accomplish the preliminary engineering and signal design, let and award the contract, and supply steel strain poles at the city's expense in order to expedite the project. It is the understanding of this office that the state share of the above and the construction cost of the project would not exceed 7% of the total cost of the project if FAU funds are utilized.

KDO/JXW/cao
Encl.
cc: Jack McCormick
Jack Ayres
Donald Bentz

Priority Project for Urban Area?

6-20-78
Jack Ayres contacted City (Bentz) they will make formal application

NOTED
L.E. GEORGE

RECEIVED
JUN 6 1978
TRAFFIC ENGINEERING

Telephone 503/672-7701

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

June 1, 1978

Mr. Kipp Osborn
Regional Traffic Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Osborn:

Attached is a copy of City Council minutes of April 25, 1978, in which the Council committed FAU funds for the traffic signal at Harvard and Parkway. Please proceed with this design. Glen had mentioned using poles the state had on hand with the City to pay replacement costs, thus eliminating somewhat time delay.

I vividly remember asking Mr. Larry Rulien what time frame we could expect if we committed FAU funds for traffic signal. His answer was six months. Hope we can follow his timing.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

12. Roger's Southgate Market, 1967 SE Stephens
13. Homestead Specialty Shoppe, 815 SE Oak
14. Wagon Wheel, 227 NW Garden Valley.

Motion was seconded by Dunn and carried.

NEW BUSINESS APPLICATIONS

Following Staff investigation and recommendation, Giles moved to waive the bond and fees necessary for a temporary business for the following businesses:

1. Rowland, TV Sales, 202 Garden Valley Shopping Center
2. McFarland, Pet Supply Store, 432 SE Jackson
3. Eby, Antique Sales, 570 SE Jackson
4. McCormick, Ladies Apparel, 1350 NE Stephens
5. Moore, Clothing Sales, 465 SE Jackson
6. Harms, Import Store, 415 SE Jackson

Motion was seconded by Mehlhoff and carried.

CORRESPONDENCE

Mayor Wyatt made note of a letter from the Veteran's Administration asking for a meeting, possibly May 17, 1978, with the Parks and Recreation Commission at 6:30 a.m. The head of B.O.R., a representative from the Veteran's Administration and someone from General Services will be there to discuss the Army Reserve property.

AUDIENCE PARTICIPATION - None

COMMISSION RECOMMENDATIONS

The Parks and Recreation Commission recommended to the City Council that the proposed deed to Gaddis Park to the City of Roseburg be accepted. The deed refers to conditions that the City must comply with, including building of rest rooms, picnic areas and trails. The rest rooms are installed. The picnic area is in the process of being completed and the trails will be constructed this summer. Mehlhoff moved to accept the Commission's recommendation. Motion was seconded by Robertson and carried.

PURCHASE OF TWO POLICE CARS

Rich Adams reported that on Tuesday, April 18, 1978, bids were to be opened for the purchase of two police sedans, but no bids were received. The dealers indicated that this was due to the production of those models being closed out. Contact was made with all dealers in an attempt to negotiate a price for the two cars. The low bid was from Hansen Motors for two Novas at $10,727.20. Robertson moved to award the bid to Hansen Motors in that amount. Motion was seconded by Mehlhoff and carried.

DIVISION OF ASSETS COMMITTEE, ANNEXED PARCELS

City Manager Stubbert recommended that a review committee be appointed to consider the matter of the Division of Assets prior to Council setting a public hearing date to withdraw annexed properties from the Douglas County Rural Fire District. This matter was assigned to the Fees and Franchise Committee.

TRAFFIC SIGNAL AT STEWART PARKWAY AND HARVARD

Don Bentz reported that he has been looking into thepossibilities of funding a signal at the intersection of Harvard and Stewart Prkway. Public Works does have some signal heads on hand and the estimated cost of the project would be $30,000. The cost would be divided for 86% federal, 7% state, and 7% local. The City's share is included in the current budget. LaGrander noted that he thought St. Joseph's were required to participate in this project when they put their street in. Staff was going to check on this. Dunn moved to begin the engineering on this project. Motion was seconded by Mehlhoff and carried.

AGREEMENT WITH GENERAL SERVICES PERSONNEL

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AGREEMENT WITH GENERAL SERVICES PERSONNEL

Rich Adams went over the agreement made with the General Service Employees. That agreement was as follows:

a. CPI Increase 7.5%.

b. Pay ranges to be similar to prior years. The City to conduct a

8713

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

April 26, 1978

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: City of Roseburg's request for PE and CE on a signal at Harvard Avenue and Stewart Parkway

TO: MEMO TO FILE

Mr. Bentz, Director of Public Works, Roseburg, was advised April 18, 1978, that the state could design a signal and make the August bid letting schedule if we started immediately. Any delay would result in a September letting date.

He was advised that this would result in a December 1978 or January 1979 turn on date. The structure over the South Umpqua River is scheduled for completion during October 1978.

Mr. Bentz was advised that no state hardware would be available to the contractor except, if he insisted, we could supply strain poles only.

He is going to the city council next Monday night (April 24, 1978) and will contact us with a proposal Tuesday.

GLC/cao
cc: D.H. Moehring
L.E. George
Jack McCormick
Curt Duval

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE (1) FAE (5) OPE ☐

APR 27 1978

TAA Holmes (7) Files PM FA LG OP

STATE OF OREGON

INTEROFFICE MEMO

Alfred Shirley, Jr.
Region 3 Engineer

TO: Attention: Glen L. Clark
Region 3 Federal-Aid Engineer

DATE: April 6, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Harvard Avenue at Stewart Parkway
City of Roseburg

Your letter of March 30 requested the preparation of an agreement involving a traffic signal installation at Harvard Avenue and Stewart Parkway in Roseburg and further that the State should supply all of the material to the contractor at city expense.

The purpose of the State's stockpile of material was to enable the State to install traffic signals rapidly on the State Highway System in case of dire emergency where public health and welfare would be seriously effected without the signal. Some of these criteria may apply to the intersection listed above, although it is not on the State Highway System. However, the agreement should be worded in such a manner that the City will replace State equipment supplied in kind back into the traffic signal stockpile.

The Office of Project Management is being advised of this by a copy of this letter.

L. E. George
Traffic Engineer Supervisor

LEG:ds

cc: D. H. Moehring
Jack McCormick
Curt Duval

ROSEBURG REGION
RECEIVED
APR 10 1978
RE | RME | HCE | PSE
DTS | RSR | FILE
EM | RBI

Carolyn-
copy to Bob
Judson.
sent CO Glen

4-10-78
Glen: Where are we at?
K.O.

81-125-1307

8913

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:** PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 30, 1978

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: D.H. Moehring, Manager
Office of Project Management
SALEM

SUBJECT: Request for an agreement with the City of Roseburg Traffic Signal Design & Installation Harvard Ave. @ Stewart Parkway

The City of Roseburg has asked that the state design, prepare contract plans, call for bids, award the contract and supervise the construction, set the original timing and turn over the keys to the project.

During the month of October 1978, the bridge now under construction over the South Umpqua River will be completed and open the Stewart Parkway Beltline route to ORE99. The city has signal heads on hand and wishes to furnish them to the contractor. The city requests that the state supply the balance of the hardware to expedite the project to coincide with the bridge completion.

Therefore, will you please prepare an agreement with the following items:

That the state will accomplish all preliminary and construction engineering, advertise for bids and award the contract.

That the city will have an opportunity to review the plans prior to awarding a contract.

That the state will supply all the hardware to the contractor at city expense.

That the total cost of the project will be at city expense.

That the city will forward an advance deposit in the amount of the estimated cost of the preliminary engineering phase upon signing the agreement.

The state will provide personnel to initially turn on the signal and set the timing to place the installation into operation.

That state specifications will be called for so that federal-aid would not be jeopardized if such were requested for the construction phase.

Please forward a draft copy of the agreement to the Traffic Engineering Section for concurrence.

GLC/cao
cc: L.E. George
Jack McCormick
Curt Duval

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 3 1978

TAA Holmes File: PM FA LG OP

Your agreement should break project into phases starting w/ City expense but allowing conversion to Fed at City request

Telephone 503/672-7701

CITY OF ROSEBURG

900 S.E. Douglas Avenue
ROSEBURG, OREGON 97470

March 24, 1978

Mr. Kipp Osborn
Regional Traffic Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Dear Kipp:

Please accept this letter as a request to design a traffic signal for the City of Roseburg on Harvard Avenue at the intersection of the Parkway Road. It is our intention at this time to use FAU money for this installation but until July 1, 1978 we cannot commit same. Due to the time involved and the scheduled completion, I feel the work needs to be completed soon.

As discussed with you, we have some materials on hand - span wire, heads, etc. We will be glad to review this material with you at your convenience.

It is understood we are responsible for design costs.

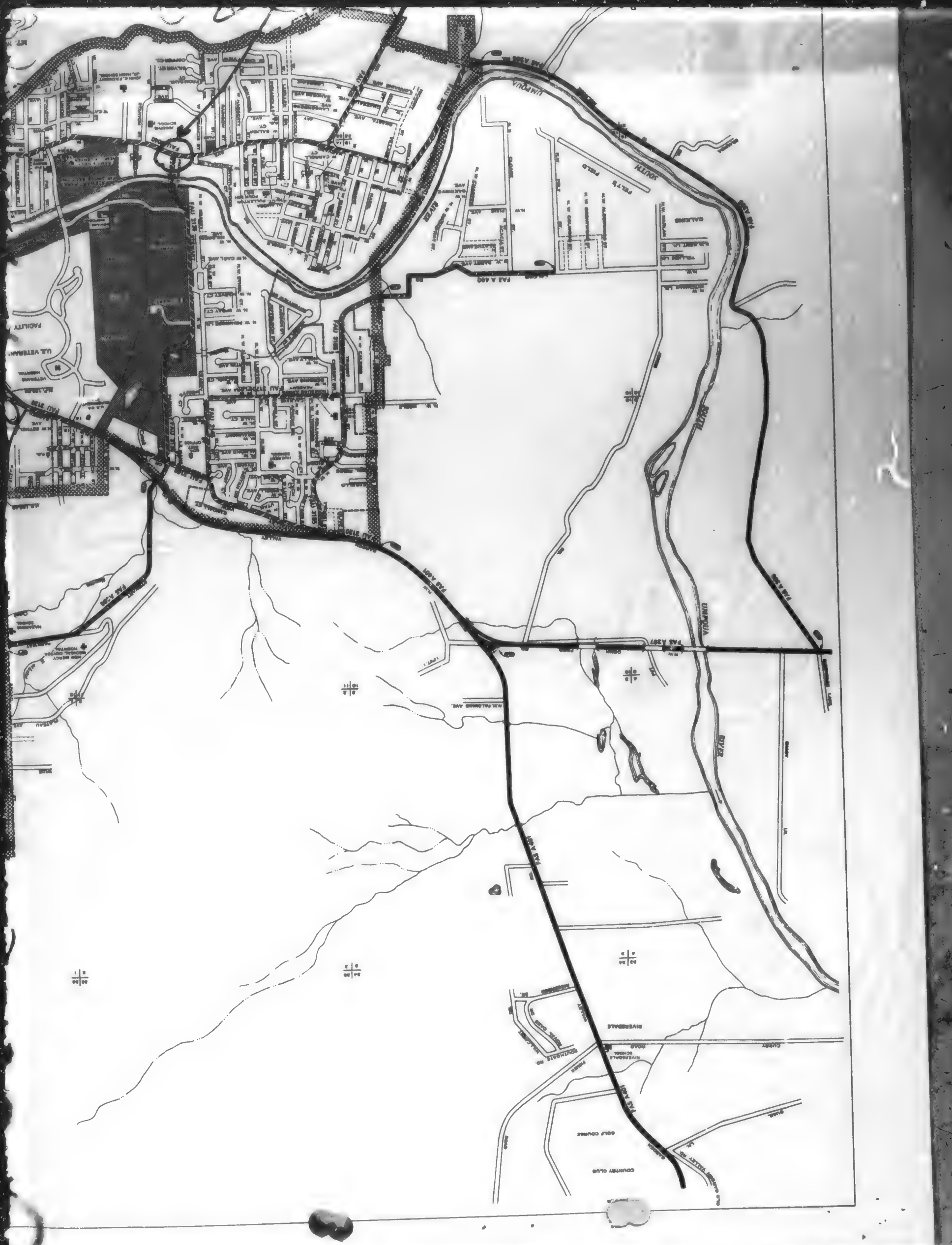
Thank you.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

3-29-78
Glen to initiate agreement. State to design, let & award contract and supply material other that what city can furnish (heads & spanwire). - Labor contract.
D.C.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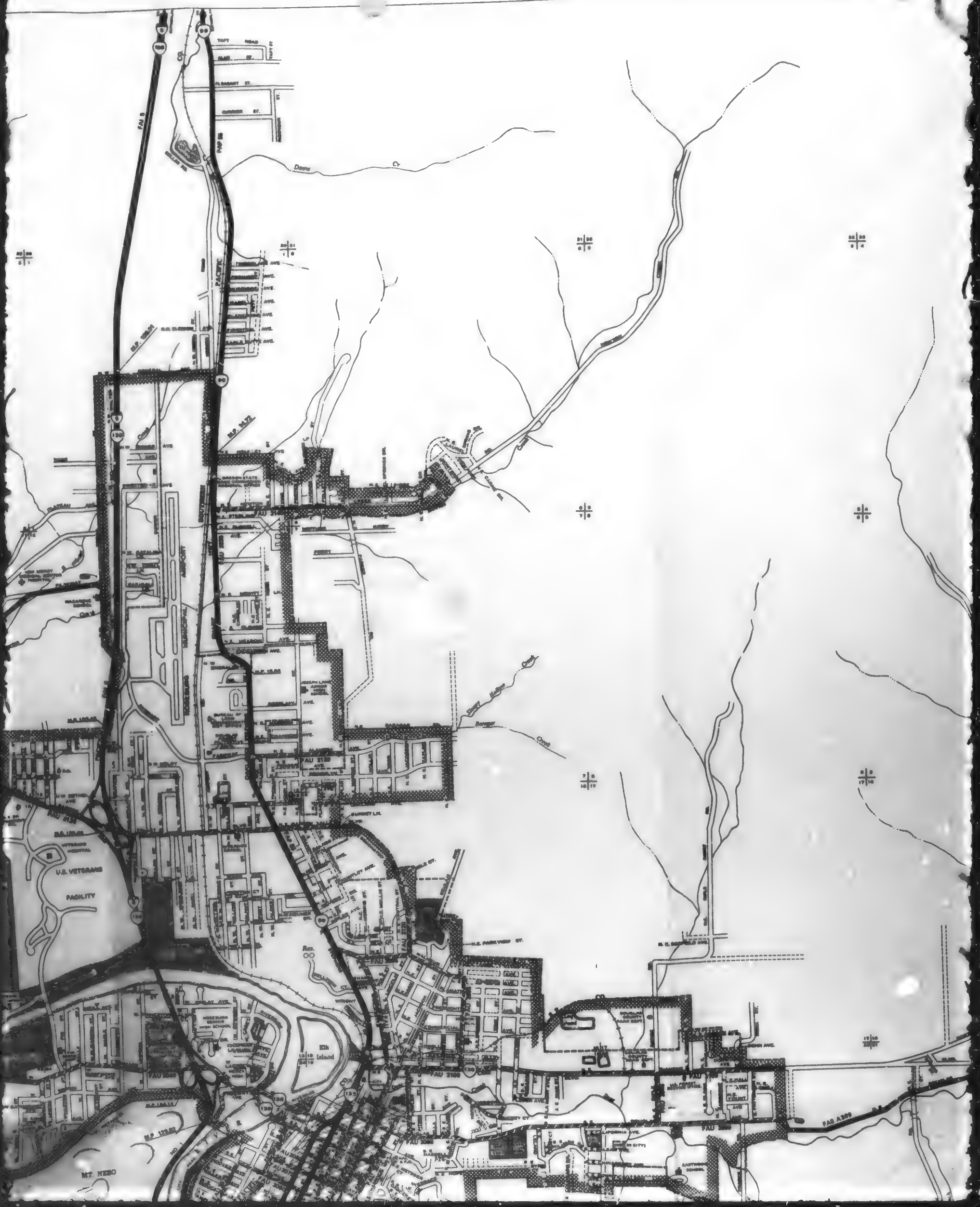
Dana Cr
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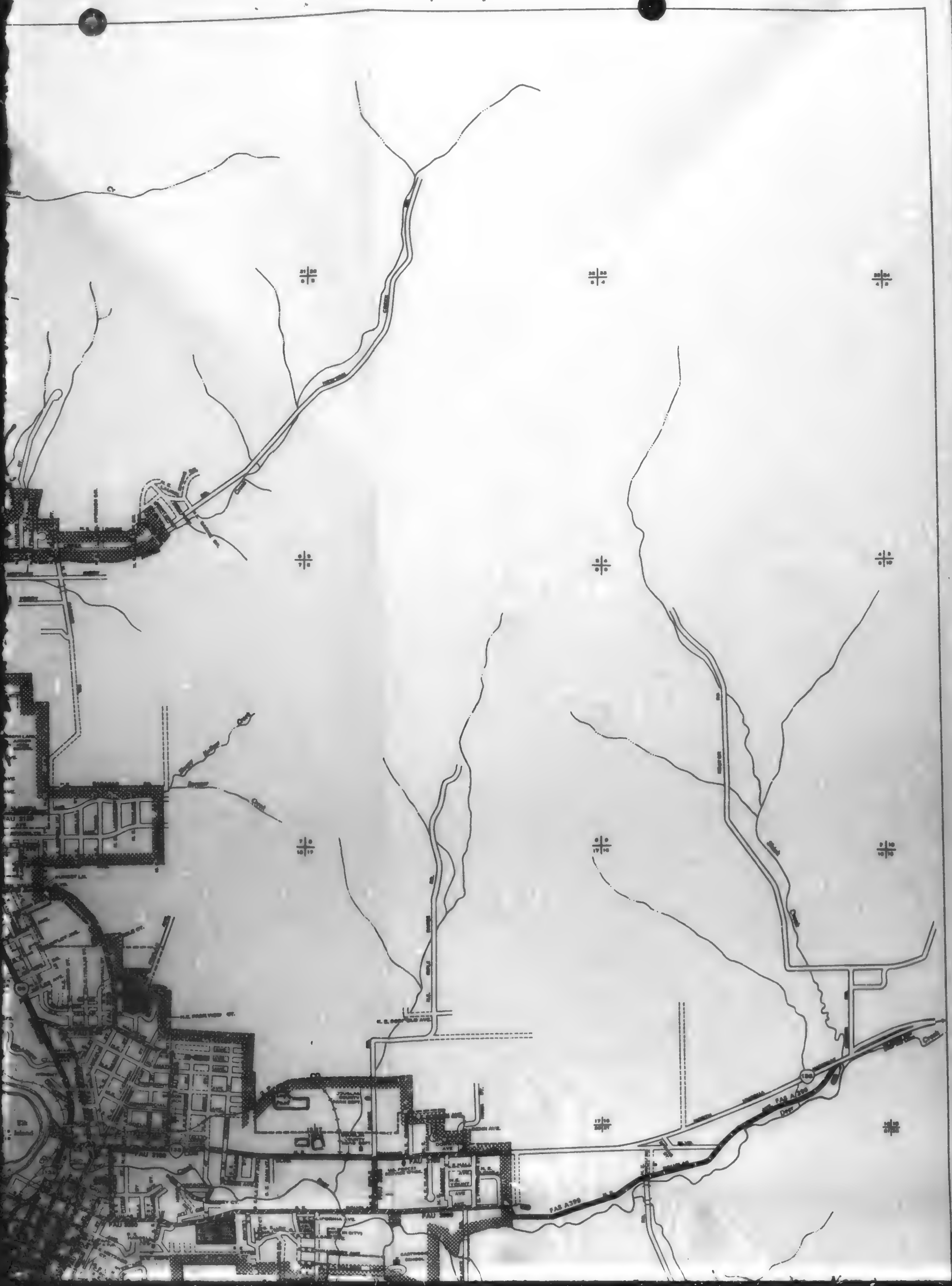
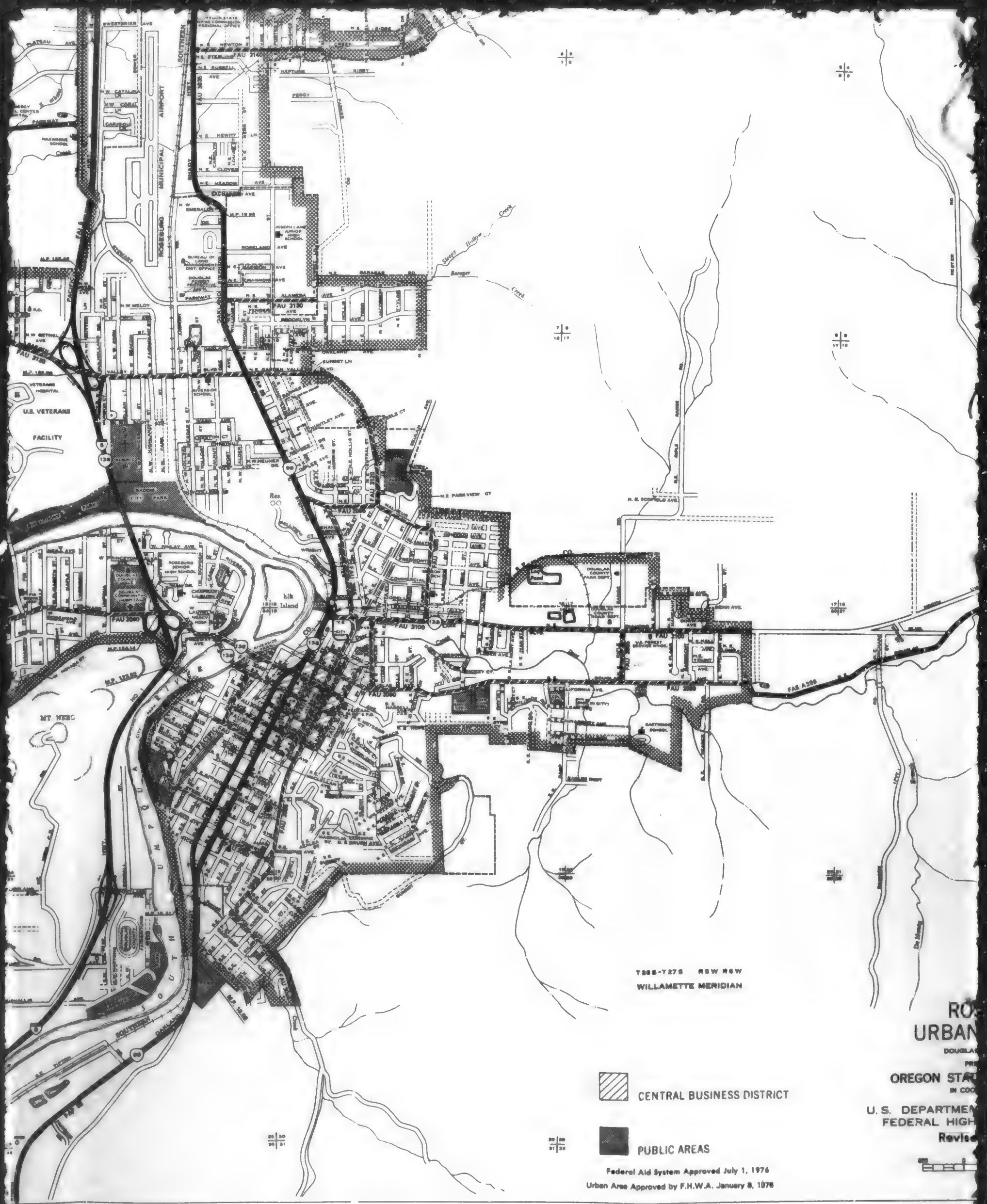
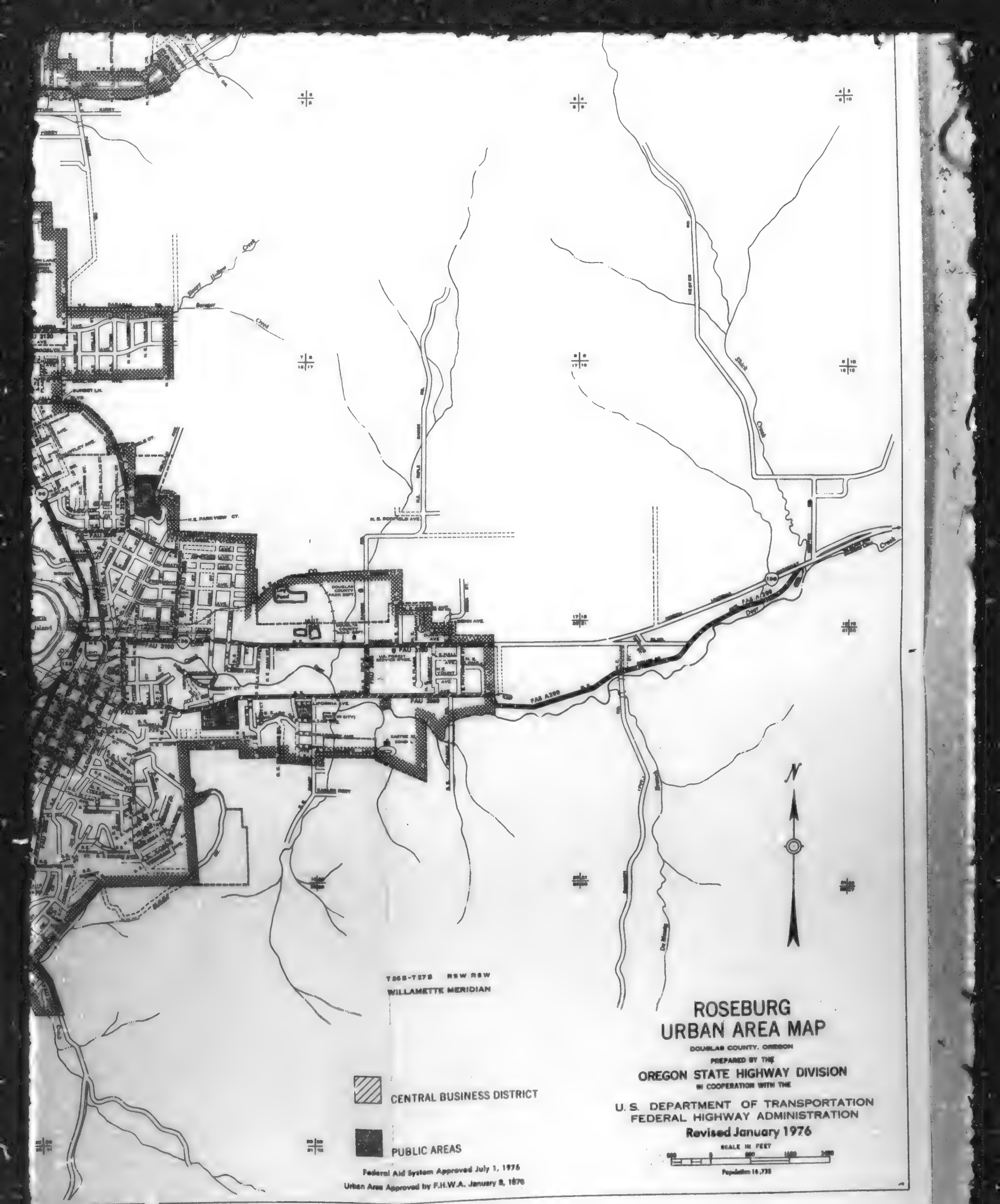
U.S. VETERANS
FACILITY
MT. HIRO
Elk Island


FAS A399

Copies of this map are available at nominal cost from

Oregon State Highway Division, Salem, Oregon, 97310


ROSEBURG MUNICIPAL AIRPORT
SOUTHERN PACIFIC
PARKWAY
U.S. VETERANS FACILITY
MT NEBO
Deer Creek
Berger Creek
Calkins Creek
Newton Creek
Rifle Range Rd.
FAU 3140
FAU 3130
FAU 3120
FAU 3100
FAU 3080
FAU 3060
FAU A200
T26S-T27S R5W R6W
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
Federal Aid System Approved July 1, 1976
Urban Area Approved by F.H.W.A. January 8, 1976
OREGON STA
U.S. DEPARTME
FEDERAL HIGH
Revise


Deer Creek
Shlack Creek
Dry Creek
FAS A299
FAU 3100
FAU 3200
FAU 3300
FAU 3400
FAU 3500
FAU 3600
FAU 3700
FAU 3800
FAU 3900
FAU 4000
FAU 4100
FAU 4200
FAU 4300
FAU 4400
FAU 4500
FAU 4600
FAU 4700
FAU 4800
FAU 4900
FAU 5000
FAU

S 14 T 2

City of Roseburg
Rec. No. 233367

7S R6W W.M.

Mc Gilcrist & Brown, T. Leland
Rec No. 71-16657

STA. 123+97 TO STA. 126+95
CONST. TYPE "B" CURB 340 LIN. FT. & 325 SQ. YDS. CONC. SIDEWALK.

8°C.R.
Δ-16°42'47"
T-105.20

120'

125'

6°C.R.
Δ-15°02'57"
T-126.14

L'123+97
END OF BRIDGE

L'128+02.88 P.O.T.
L'126+91.20 P.O.T.

55'R

75

S15°17'05"W

75

80

80

Tree Line

55'R

Permanent easement

L'123+64.80 P.C.

L'125+83.81 P.T.

City of Roseburg
Rec No 75-9725

Back of Curb

Slope Easement

SOUTH UMPQUA RIVER

+32

HARVARD AVE.

15°C.R.
Δ-32°51'06"
T-112.61

STA 123+97 TO STA

L' 43 - 07 40 PC

8° C R
Δ-16° 42' 47"
T-105.20

L' 45+16.31 PT BK
L' 46+38.77 POT AH

L' 47+34.39 P.C.

8' Slope Easement

Back Sidewalk

Curb

T.

REMOVE EXISTING CURB & GUTTER
AND SIDEWALK AS REQUIRED

L' 127+27.20
L' 128+38.88
L' 50+40.00 P.O.C.

L' 126+96
END CONST.

NOTE : ALL STRIPPING TO BE
DONE BY OTHERS

AVARD AV

3° C L
Δ-25° 14' 30"
T-606.61

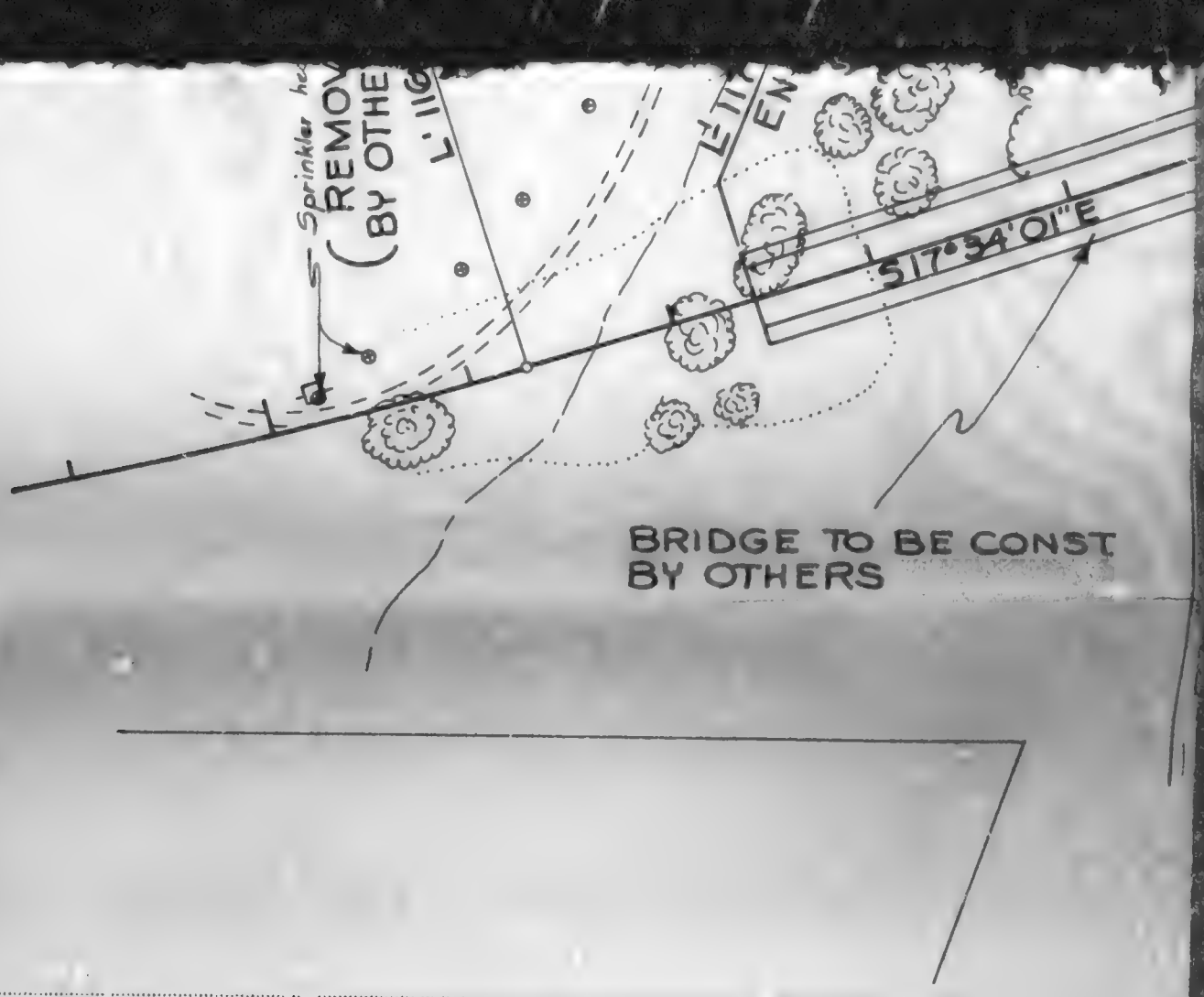
460

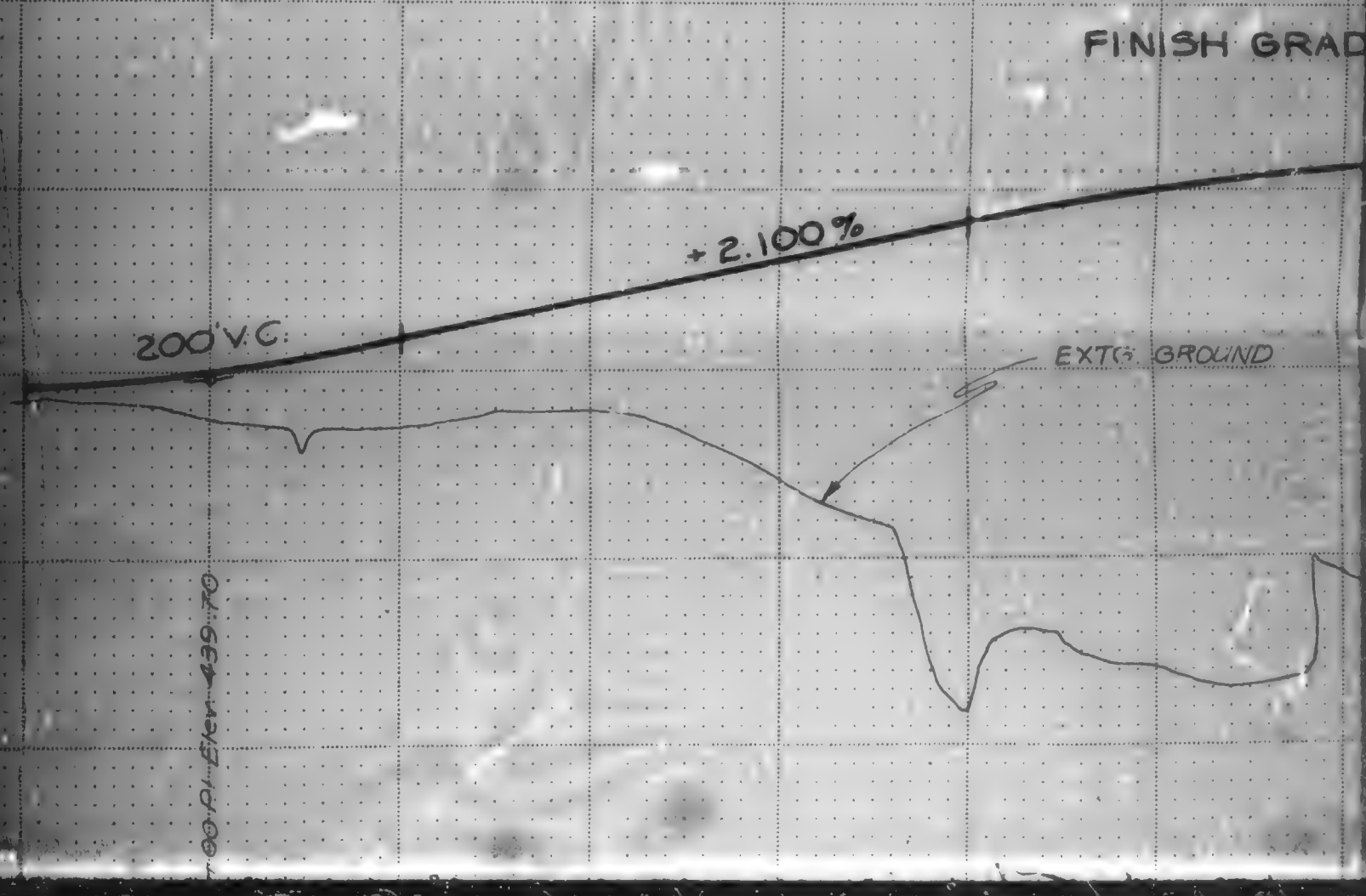
450

440

430

420


Sprinkler he
REMOV
(BY OTHE
L=116
L=11
EN
S17°34'01"E
BRIDGE TO BE CONST
BY OTHERS


FINISH GRAD
+2.100%
200' V.C.
EXTG GROUND
00 PLAN 439.70

SOUTH UMPQUA

+32

L 123+80.7

L 125+83.81

Permanent easement

City of Roseburg Rec No 75-9725

HARVARD AVE.

3°C
Δ-35
T-60

15° C.R.
Δ- 32°51'06"
T-112.61

STA. 123+97 TO STA. 126+95 CONST. TYPE "B" CURB 320 LIN. FT. & 525 SQ. YDS. CONC. SIDEWALK

391 C Y EXC
942 CY EMB

+00 P.I. Elev 456.50

E ℄

-2.600%

-2.913%

800' V.C.

80' V.C.

126+20 RT. C.B.
INV. 439.00
INST. 12"x 24'
CONC. CULV

+00 P.I. Elev 446.10

P.I Elev. 441.73

37+27.20 ℄ HARWARD
Elev 440.32

Lt 126+96
END CONST.

NOTE : ALL STRIPPING TO BE DONE BY OTHERS

HARVARD AVE.

5°C L
Δ-35°14'30"
T-606.61

Y EXC
Y EMB

460

450

440

430

420

-2.913% 80' V.C. -1.826%

126+20 RT C.B
INV. 439.00
INST. 12"x 24"
CONC. CULV.

+80 Pl. Elev 448.10

Elev 441.73

E.L. 80 @ HARVARD
4+0.32

BE

460

450

440

430

420

FINISH GRAD

+2.100%

200' V.C.

EXTG GROUND

STA 439+70.00 EQUALS STA 439+70.00

115+00

T-112.61

STA. 123+97 TO STA. 126+95 CONST. TYPE "B" CURB 320 LIN. FT. & 525 SQ. YDS. CONC. SIDEWALK

391 C.Y. EXC
942 C.Y. EMB

+00 P.I. Elev. 456.50

E ℄ L

800' V.C.

-2.600%

-2.913%

80' V.C.

-1.82

126+20 RT. C.B.
INV. 439.00
INST. 12" x 24"
CONC. CULV.

+00 P.I. Elev. 446.10

+50 P.I. Elev. 441.73

137+27.20 ℄ HARVARD
Elev. 440.32

120+00

125+00

C
MB

460

450

440

430

420

3%

80'-0" C

-1.826%

26+20 RT. C.B.
INV. 439.00
IST. 12"x 24"
ONC. CULV.

+30 Pi Elev 441.73

PUBL
STEW
19
GEO

DOUGLAS COUNTY
PUBLIC WORKS DEPARTMENT
STEWART PARKWAY ROAD 308
1976 SHT. 4
GEORGE E. GRUBB, DIRECTOR

④ KUEST, RICHARD G. &
IRENE K.
298-753

④

A&W

STANTON ST.

60'

PD "3592

Fruit Stand

45°

50'

50'

"L3" P.C. 43+07.40

Ho.

8°C.R.
Δ-16°42'47"
R-716.20
T-105.20
L-208.91
SUPER 3%

DATE | BY

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R/W OF WAY CHECKED
NOTE BOOK
NO.

McGILCHRIST, MARJORIE W. & BROWN, T. LELAND, TRUSTEE Rec. 31066/

SECS. 23, 14 T 2

45

30" Maple

18" & 24" Ash

P.C. 47+34.39

R.P.*R 3593

50'

50'

50'

55'

65'

L.P.O.T. 45+16.31 BK.
L.P.O.T. 46+58.77 AH.

Underground Tel. Tube

Corporation Garage

2, 18" Myrtle Trees

T.P.*1960

PP*R2873 w/anchor

T.P.*1980

PP*Light Pole *R 3595
Power Co. Guy Pole *27744

+00

4, 12" Maple Trees

McGILCHRIST, MARJORIE W. & BROWN, T. LELAND, TRUSTEE Rec. 31066

SECS. 23, 14 T 2

45

30" Maple

18" & 24" Ash

P.C. 47+34.39

P.P. R 3593

50'

50'

50'

55'

65'

L.O.T. 46+15.31 BK.
46+58.77 AH.

Underground Tel. Tube

Corp.
Garage

6 - 10" Myrtle Trees

T.P. 1980

P.P. R 2873 4 Wire Non

Conc. Walk

Underground Tel. Tube

T.P. 1980

P.P. R 3593
Power Co. Guy Pole 27+44

+00

27S R6W W.M.

50

ARCHDIOCESE OF PORTLAND
30-3.1c

3°C.L.
Δ-35°14'30"
R-1909.86
T-606.61
L-1174.72
SUPER 2%

1

Sec. 23 T27S R6W
Sec. 14 WM

65'
65'

130'
PERMANENT ESMNT.
130'

P.T. 59+09.

Conc. Curb

Conc. Drive
Fire Station

CITY OF ROSE
BYRG 231-445

C.T. OF ROSEBURG
217-25

45
55

+00

ST.

FRANCIS

Enlg 18"x40" Conc Culv

REMOVE

55

Maple

T.P. 2.80

Swimming Pool

HORN, ROBERT D.
LANESE D. 340-048

+00

55
65

REMOVE

PILGER ST.

45

55

P.T. 59+09.11

PI

Conc. Curb

Conc. Drive
Fire Station

CITY OF ROSEBURG
BURG 231-445

CITY OF ROSEBURG
277-25

T.P.=2180

LEIKEN, S ONEY &
THORA K. 219-349

1

T.P.=2180

Swimming Pool

45

55

PP=R2736

+00

FRANCIS ST.

Extg. 18"x40' Conc. Culv

REMOVE

PLAN
NOTE BOOK NO.

L-208.91
SUPER 3%

LUCILLE M. SHARP
LAURANCE M. SHARP
ROGER A. SHARP
347-901

DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B. M.s NOTED
STRUCTURE NOTAT'NS CH'KD
NOTE BOOK
NO.

440
435
430

Ext'g. Ground on ℄

+1.880%

200' V.C.

300' V.C.

℄ FINISH GRADE ON ℄

+00 Pl. Elv. 435.50

+50 Pl. Elv. 440.20

+00

PP-Light Pole-A 35
Power Co. Guy Pole-E 72

Underground
TP-1980

TP-19

PP-R

2. 18" Myrtle Tree

L P.T. 45
L P.O.T. 46
Underg

M.S. GILCHRIST, MARJORIE W. &
Rec. 3105

+50 PI. ELV. 439.00

200' V.C.

-0.466%

L 47+00

P.O.T. 46+58.77 AH.

57.54

L 45+00

P.T. 45+16.09 BK.

(SITE)

+00 Pl. El. 441.00

200' V.C.

+0.57%

+80

+50

130'

PERMANEN

130'

+00

REMOVE

ADAM, ROBERT D &
DENISE D. 342-048

Summit Ave.

(1)

STEWART MEADOWS

-0.51%

300' V.C.

+3.

High
Dec.

P.I. Elv. 438.70

R.N. ROBERT D. &
VESE D. 340-648

Swimming Pool

(1)

OCWS

+50' Pl. Elv. 449.8

+5.550%

100' V.C.

450

445

440

300' V.C.

High Water Elv.
Dec. 1964, 440.50

435

430

+50' Pl. Elv. 438.70'

County Road Dept.

+50 PI. Elv. 440.20

300'V.C.

Exig. Ground on ℄

+1.880%

FINISH GRADE ON ℄

200'V.C.

+00 PI. Elv. 435.50

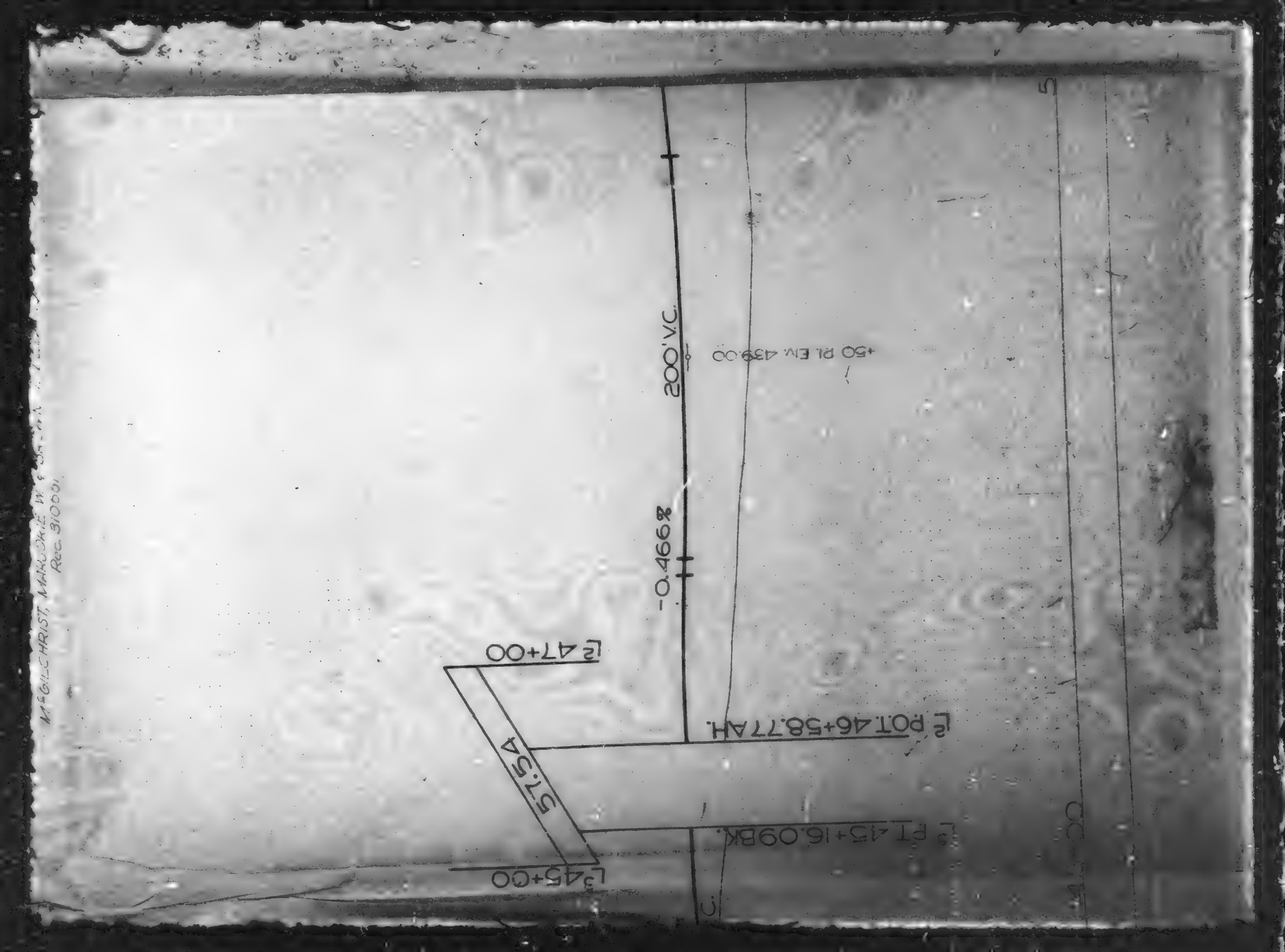
440

435

430

PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	NOTE BOOK
B.M.'s NOTED	NO.
STRUCTURE NOTATNS CH'KD	

DATE	BY		


MAGILCHRIST, MARKHAM
Rec. 3100
℄ 45+00
57.54
℄ 47+00
-0.466%
200' V.C.
+50 PI. Elv. 439.00
℄ POT. 46+58.77 AH.
℄ PT 45+16.09 BK.

+00 P.I. Elev. 44.00

+0.571%

200' V.C.

7

0+00

-0.511%

300' V.C.

+5.550%

⊙ High Wate
Dec. 1964,

+50 P.I. Elv. 438.70

55+00

Douglas County Ro
HARVARD AVENU
Date 1969 Sh
Geo.E. Grubb Cou

+50' P.I. Elv. 449.80

+5.550%

100' V.C.

450

445

440

435

430

300' V.C.

+50 P.I. Elv 438.70

⊙ High Water Elv.
Dec. 1964, 440.50

Douglas County Road Dept.
HARVARD AVENUE
Date 1969 Sheet of
Geo. E. Grubb County Eng.
3-56

+50' P.I. Elv. 449.20

+5.550%

100' V.C.

450

445

300' V.C.

⊙ High Water Elv. 440
Dec. 1964, 440.50

435

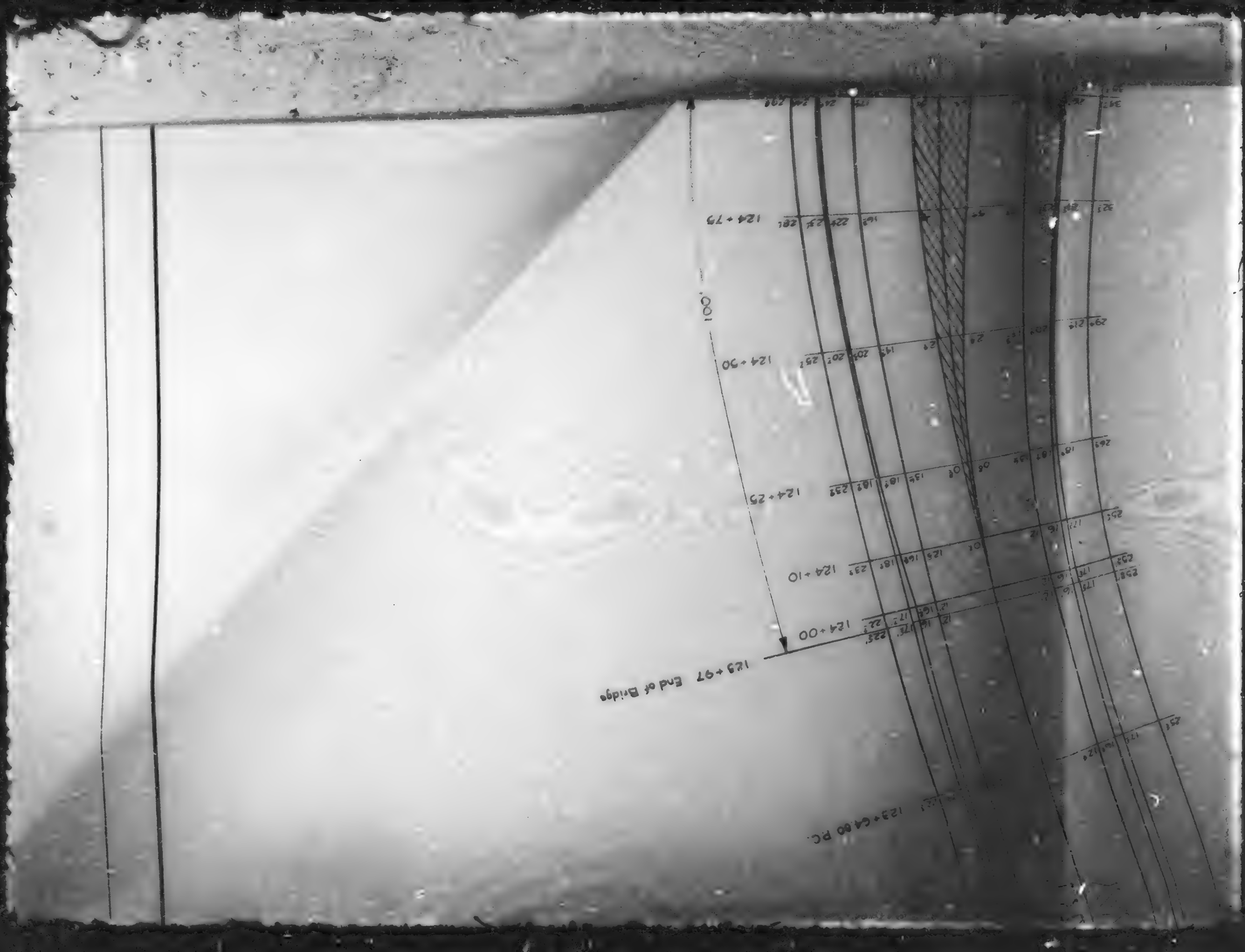
430

+50 P.I. Elv. 438.70

Douglas County Road Dept.
HARVARD AVENUE
Date 1969 Sheet of
Geo. E. Grubb County Eng.

3-56

STEW
PARK


123+64.80 P.C.
124+00
124+10
124+25
124+50
124+75
129+97 End of Bridge

55'R
47.5'R
126+40
125+89.81 PT
125+75
125+50
125+25
125+00
124+97
82'

12+ 87.29
47.5'R
55'R

123+64.80 P.C.
124+00
124+10
124+25
124+50
124+75
100

475'R , 55'R

126+40

125+83 81

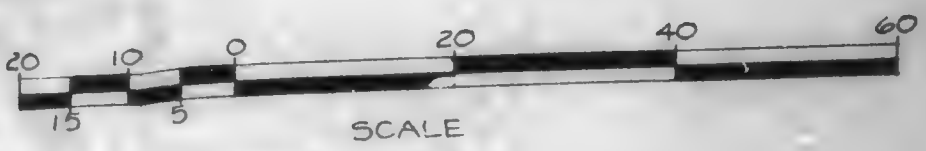
125+75

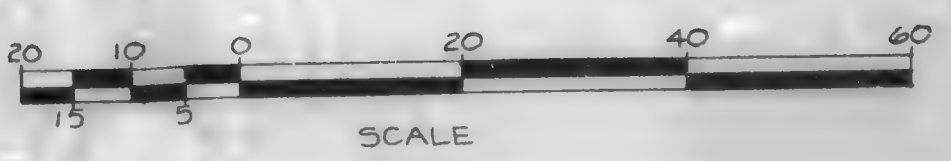
125+50

125+00

L' 127. + 27.20
L 128 + 38.88
L² 50 + 40.00 P.O.C.

HARVARD AVE.





SCALE

SURVEYED	DOUGLAS COUNTY PUBLIC WORKS DEPARTMENT STEWART PARKWAY INTERSECTION DETAIL GEORGE E. GRUBB, DIRECTOR
DESIGNED	
DRAFTED	
REVIEWED	
BOOK	

1979 Beaverton Signal (Fred Meyer Access) Proj. on TV & Beaverton/Hillsdale Hwys. (Traffic Signals) 8914

CPC 6144 4-12-78 - 7-27-79
CPC 6151 5-3-78 4-6-79

#8914

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

C. T. Keasey
Asst. State Highway Engineer

89M

June 23, 1980

Transcontinental Investment Company
1150 South Olive Street
Los Angeles, CA 90015

CCM 5
Contract #8914

Gentlemen:

Contract No. 8914 awarded to Hamilton Electric, Inc. for work on the Beaverton Signal (Fred Meyer Access) Project on the Scoliton Valley & Beaverton-Hillsdale Highways in Washington County was completed on December 20, 1979, and accepted by the Salem Highway Division on June 17, 1980.

Final payment in the amount of $7,547.99 will be released to the contractor after June 30, 1980. The total contract amount is $150,958.85. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

cm

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: G. T. Keeney
Dale Hart
V. L. Thorp Attn: Mick Hanak
R. L. Randt

8914 4-11-80 C Beaverton

BEAVERTON SIGNAL (FRED MEYER ACCESS) PROJECT
CONTRACT NO. 8914

NARRATIVE REPORT

1. COMPLETION DATE: SOME PROJECTS SUCH AS THIS SHOULD HAVE A SPECIFIED COMPLETION DATE INSTEAD OF A NUMBER OF CALENDER DAYS TO COMPLETE THE PROJECT. COMPLETION DATE AGREEMENTS BETWEEN THE STATE AND ANOTHER PARTY ARE NOT BINDING ON THE CONTRACTOR UNLESS THE SPECIAL PROVISIONS INCLUDE SUCH AN AGREEMENT.

IN THIS PARTICULAR CASE, THE FRED MEYER COMPANY WAS UNDER THE IMPRESSION THAT ALL SIGNALS WOULD BE OPERATING BY THE TIME THEIR NEW SHOPPING CENTER OPENED. WHEN IT BECAME APPARENT THAT THE CONTRACTOR WAS NOT GOING TO MEET FRED MEYER'S OPENING DATE, SEVERAL VERY INFLUENTIAL PERSONS FROM SALEM (AND FROM MILWAUKIE) FOUND WAYS TO PERSUADE THE CONTRACTOR TO CONCENTRATE ON AT LEAST ONE INTERSECTION IN ORDER TO PROCEED WITH THE SCHEDULED OPENING CEREMONIES. BY CONCENTRATING ON THIS PROJECT, THE CONTRACTOR HAD TO NEGLECT SEVERAL OTHER JOBS IN THE AREA AND THIS ACTUALLY CREATED A GREAT DEAL OF UNCOMPLIMENTARY AND UNNEEDED PUBLICITY FOR THE DEPARTMENT.

OBVIOUSLY, IF IT IS CRITICAL TO HAVE A PROJECT FINISHED BY A CERTAIN DATE, IT SHOULD BE SO STATED IN THE SPECIAL PROVISIONS, PREFERABLY BY CALLING FOR A SPECIFIED COMPLETION DATE. PERHAPS WE SHOULD CONSIDER A BONUS CLAUSE FOR AN EARLY COMPLETION.

2. REVISIONS TO PLANS: VERY FEW SIGNAL PROJECTS ARE BEING FINISHED WITHOUT SOME REVISIONS OR DESIGN CHANGES. THIS IS A VERY EXPENSIVE AS WELL AS TIME CONSUMING PROCESS WHICH USUALLY DELAYS THE PROJECT.

WE CAN REVIEW THE PRELIMINARY PLANS IN THE FIELD AND CHECK FOR LOCATION OF POLES, CONFLICTS WITH UTILITIES, ETC., BUT WE CAN NOT REVIEW THE PLANS FOR COMPLIANCE WITH THE LATEST STANDARDS. TO ME IT SEEMS THAT IF THE PLANS ARE NOT READY, THE PROJECT SHOULD NOT BE ADVERTISED FOR BIDS.

3. TRAFFIC CONTROL: SINCE SEVERAL DIFFERENT CONTRACTS WERE UNDER WAY IN THE IMMEDIATE AREA, TRAFFIC CONTROL WAS NO PROBLEM. IF ANYTHING, WE ENDED UP WITH TOO MANY WARNING AND CONSTRUCTION SIGNS WHICH SOON LOST THEIR EFFECTIVENESS AND THE CONSTANT USE OF FLAGMEN BECAME AN ABSOLUTE NECESSITY IN ORDER TO CONTROL THE TRAFFIC. INSTEAD OF FIGHTING A STEADY STREAM OF TRAFFIC, THE CONTRACTOR ELECTED TO INSTALL THE CONDUIT AND LOOP WIRE AT NIGHT. SINCE THE ILLUMINATION WAS PLENTIFUL AND THE VOLUME OF TRAFFIC WAS GREATLY REDUCED, THIS PROVED TO BE A VERY EFFECTIVE AS WELL AS A VERY SAFE OPERATION.

REFERRED TO BY FINAL DESIGN ENGINEER

Versteeg / Anderson / Christensen / Olson / Sullivan copy / Terpin / Trout / Wakerlig

RECEIVED APR 1 1 1980 ROAD DESIGN SECTION

Do Not File / Return To / Bring Up / Action

8914 D 4-11-80 C

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Beaverton Signal (Fred Meyer Access) Project
HIGHWAY: Tualatin Valley and Beaverton Hillsdale
COUNTY : Washington

CONTRACT NO. 8914
PREFIX : 34-8261
F. A. NO. State

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	% (+ or -)
	Bid Items	$	146,302.50	145,317.85	- 1
	Anticipated Items		2,000.00	5,000.00 (Approx.)	+ 250
	Contingencies		6,673.61	-	-
	Engineering		13,347.23	14,789.01	+ 11
	Price Agreements		F. O.	5,642.00	
			168,323.34	170,748.86	+ 1

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

Overall, the total project authorization overran approximately $ 2,500.00 or about 1 %. The basic reason for this overrun is that no funding was provided in the original authorization for the striping and signing which was performed by State Forces. The contingency fund of $ 6,700.00 was used to pay for a Price Agreement which was required to revise the traffic signal, in order to conform to the new standards. Also, there was an overrun in Engineering Charges, even though a concentrated effort was made to keep these charges to an absolute minimum.

I Verstteeg ✓
Anderson
db Christensen copy
Olson
db Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
APR 1 1 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

8914

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BEAVERTON SIGNAL PROJECT		WEEK ENDING: MARCH 29, 1980
		SECTION PREFIX: 34-8261
HIGHWAY: TUALATIN VALLEY AND BEAVERTON-HILLSDALE		COUNTY: WASHINGTON
NAME OF JOB: BEAVERTON SIGNAL PROJECT	KIND OF WORK: TRAFFIC SIGNALS	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 8914	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: MAY 22, 1979	DATE WORK STARTED: JUNE 4, 1979	COMPLETION DATE: DECEMBER 20, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 200	WORK DAYS USED: CALENDAR DAYS USED 200
PROJECT AUTHORIZATION: $168,324.34	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $154,976.11	ENGINEERING AUTHORIZATION $13,347.23	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $154,976.11	ENGINEERING COST TO DATE $10,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 76 %	DATE PROJECT WAS COMPLETED: SEMI-FINAL TO BE SUBMITTED NEXT DECEMBER 20, 1979 WEEK.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

[illegible]	TRAFFIC SIGNALS							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	CLOUDY	0	0	SEMI-FINAL TO BE SUBMITTED NEXT WEEK!
MONDAY 24	CLOUDY	0	0	
TUESDAY 25	SHOWERS	0	0	
WEDNESDAY 26	SHOWERS	0	0	
THURSDAY 27	CLOUDY	0	0	
FRIDAY 28	OVERCAST	0	0	
SATURDAY 29		0	0	

RECEIVED
APR 1 1980
CONSTRUCTION BRANCH

Keesey, Richards, Jackmond, Berg, Hopkins, Inlow, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	NO ACTIVITY ALL WEEK.
24 MONDAY	
25 TUESDAY	
26 WEDNESDAY	
27 THURSDAY	
28 FRIDAY	
29 SATURDAY	

REMARKS

STATUS TO DATE: ALL WORK COMPLETE. SIGNALS INALL LOCATION IN OPERATION. SEMI-FINAL TO BE SUBMITTED NEXT WEEK. FINAL ENGINEER'S WEEKLY REPORT.

NEXT WEEK: NO ACTIVITY.

SIGNED E. RODRIGUEZ LOCATION BEAVERTON

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8914

July 27, 1979

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Suzanne Heimbigner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6144

copy 3
agr

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement providing for the City to accept maintenance responsibility of a signal being installed at the Fred Meyer Shopping Center access with the former Beaverton-Hillsdale Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Read
COMMISSION SERVICES

579

Enc.

Att.

cc Don Harvell (conf. agree. att.)

8914

May 18, 1979

Drake Investment Co.
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Mr. Mitchell G. Drake

Dear Mr. Drake:

Today, our Highway Accounting Section received your check in the amount of $27,100 as promised in your May 16 letter. We have not received Fred Meyer's deposit. When we do, the contract will be awarded to the low bidder, Hamilton Electric.

Project specifications allow Hamilton Electric 200 calendar days to complete the project. Time charges commence about 10 days after award. This means the entire project including clean-up should be done, about the first of the year.

The signal could be in operation before that. I am sending a copy of your letter to Region Engineer Ed Hardt, 9200 S.E. McLoughlin Blvd., Milwaukie, Oregon 97222, Phone: 653-3090, to inform him of your concerns. After the pre-construction conference, he will have a better idea of when the signal can be placed into operation. Undoubtedly he will let you know.

As a matter of information, the project design was briefly delayed to obtain the development plans for the area to make certain our signal was appropriately designed. Without that delay, an earlier completion was possible.

Very truly yours,

Gerald Wimer
Local Government Engineer

GW:pf
Attachment

cc: L. E. George, w/attachment
Ed Hardt, w/attachment

DRAKE INVESTMENT CO.
1740 N. W. FLANDERS STREET
PORTLAND, OREGON 97209

May 16, 1979

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Gerald Wimer
Local Government Engineer

Gentlemen:

As requested, we are sending our check in the amount of $27,100.00 made payable to the Oregon State Highway Division to the Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310, with a copy of this letter for them.

I will appreciate receiving your written estimate when construction will be completed and the new signal at Beaverton Hillsdale Highway and Griffith Drive in operation. I have been advised by the City of Beaverton the Fifth Street improvements will be completed in November of 1979. As you undoubtedly know, this street will connect to Griffith Drive and it is my opinion there will be substantial through traffic between Beaverton Hillsdale Highway and Fifth Street. Therefore, the importance of an operating signal by the time the Fifth Street improvement is completed is essential for traffic control.

I will look forward to your response.

Very truly yours,

DRAKE INVESTMENT COMPANY

Mitchell G. Drake
Vice President

MGD:sak

cc: Oregon State Highway Division
Highway Accounting, Room 434
Transportation Building
Salem, Oregon 97310

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☑
LGE ☑ FAE ☐ OPE ☐
MAY 17 1979
File: PM LG FA OP
TAA

copy to Vern

8914

April 27, 1979

Fred Meyers, Inc.
P.O. Box 2121
Portland, Oregon 97209

Attn: Jim Heffert

Drake Investment Co.
1740 N.E. Flanders St.
Portland, Oregon 97209

Attn: Mitchell Drake

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 W. Fifth Ave., Eugene, Oregon 97401 for installation of traffic control signals on the Beaverton Signal (Fred Meyers Access) Project. The advance deposit based on the anticipated construction cost of their bid is as follows:

	TUALATIN VALLEY	BEAVERTON-HILLSDALE	
	Fred Meyers, Inc.	Fred Meyers, Inc.	Drake Investment Co.
Bid Items	$ 96,559.05	$24,871.43	$24,871.43
Signal Controller Testing	$ 1,320.00	340.00	340.00
Misc Contingencies (5%) or (10%)	4,404.58	1,134.51	1,134.51
Engineering	8,809.17	2,268.00	2,269.03
Preliminary Engineering Paid by Company	(6,000.00)	(1,900.00)	(1,500.00)
ESTIMATED TOTAL COST	$111,093.40	$28,614.97	$28,614.97
Company's Advance Deposit: say	$130,700.00	132,200.00 AH 7h	$28,800.00 27,100 Allm

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

Contract Awarded
Check Rec'd 5-22-79
Notified H.

Please make your check payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Winer
Local Government Engineer

FPN:pf

bcc w/AD # 624: Jon Rose, Region H Federal Aid Specialist
Vern Skoog - Please return completed AD # 624 when check is received.
Bill Gaibel, District Engineer

4-24-79

				** JOB TOTALS **		1,578.10CR**			
									STATE
CENTURY 21 HOMES SIGN & STRIP CONT NO			FA PROJ NOS						
	034	8247	199	00		516.36		769.23	769.23
			** JOB TOTALS **			516.36 **		769.23 **	769.23 **
Meyers + Drake									
									STATE
CONT NO			FA PROJ NOS						
	034	8248	199	00				56.32	56.32
	034	8248	594	00		1,086.28CR		1,086.28CR	1,086.28CR
	034	8248	905	00		84.61		149.17	149.17
	034	8248	909	00		29.56		29.56	29.56
	034	8248	911	00		485.62		1,481.02	1,481.02
	034	8248	921	00		332.16		332.16	332.16
	034	8248	922	00		7.13		7.13	7.13
			** JOB TOTALS **			147.20CR**		969.08 **	969.08 **
Myers ~~Fabrics~~									
									STATE
CONT NO			FA PROJ NOS						
	034	8249	199	00				225.28	225.28
	034	8249	594	00		1,456.03CR		1,456.03CR	1,456.03CR
	034	8249	905	00		11.59		74.36	74.36
	034	8249	911	00		693.51		2,894.16	2,894.16
	034	8249	921	00		316.76		316.76	316.76
			** JOB TOTALS **			434.17CR**		2,054.53 **	2,054.53 **
									STATE
LB NELSON CORP-SCHOLLS FRY RD CONT NO			FA PROJ NOS						
	034	8250	199	00				51.75	51.75

TOTAL TO DATE JOB COST SUMMARY						MARCH 1979		PAGE 1902	
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
			** JOB TOTALS **			**	51.75 **		51.75 **
									STATE
WASH CNTY POLES	CONT NO		FA PROJ NOS						
	034	8251	199	00			2,383.68		2,383.68
	034	8251	199	10			57.50		57.50
			** JOB TOTALS **			**	2,441.18 **		2,441.18 **
									STATE
LBNELSONINCPE SIGNI21&SCHOLES CONT NO			FA PROJ NOS						
	034	8254	199	00			217.13		217.13
	034	8254	900	00			374.14		374.14
	034	8254	930	00		18.89	18.89		18.89
			** JOB TOTALS **			18.89 **	610.16 **		610.16 **
									STATE

4-1-79

								STATE
CENTURY 21 HOMES SIGN & STRIP CONT NO		FA PROJ NOS			516.36	769.23	769.23	
034	8247	199	00		516.36 **	769.23 **	769.23 **	
		** JOB TOTALS **						
Meyers & Baker								STATE
CONT NO		FA PROJ NOS				56.32	56.32	
034	8248	199	00		1,086.28CR	1,086.28CR	1,086.28CR	
034	8248	594	00		84.61	149.17	149.17	
034	8248	905	00		29.56	29.56	29.56	
034	8248	909	00		485.62	1,481.02	1,481.02	
034	8248	911	00		332.16	332.16	332.16	
034	8248	921	00		7.13	7.13	7.13	
034	8248	922	00		147.20CR**	969.08 **	969.08 **	
		** JOB TOTALS **						
Myers ~~Fabrics~~								STATE
CONT NO		FA PROJ NOS				225.28	225.28	
034	8249	199	00		1,456.03CR	1,456.03CR	1,456.03CR	
034	8249	594	00		11.59	74.36	74.36	
034	8249	905	00		693.51	2,894.16	2,894.16	
034	8249	911	00		316.76	316.76	316.76	
034	8249	921	00		434.17CR**	2,054.53 **	2,054.53 **	
		** JOB TOTALS **						
								STATE
LB NELSON CORP-SCHOLLS FRY RD CONT NO		FA PROJ NOS				51.75	51.75	
034	8250	199	00					

TOTAL TO DATE JOB COST SUMMARY — MARCH 1979 — PAGE 1902

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		** JOB TOTALS **		**	51.75 **	51.75 **
						STATE
WASH CNTY POLES	CONT NO	FA PROJ NOS			2,383.68	2,383.68
034	8251	199	00		57.50	57.50
034	8251	159	10		2,441.18 **	2,441.18 **
		** JOB TOTALS **		**		
						STATE
LBNELSONINCPE SIGN121&SCHOLES	CONT NO	FA PROJ NOS			217.13	217.13
034	8254	199	00		374.14	374.14
034	8254	900	00		18.89	18.89
034	8254	930	00		610.16 **	610.16 **
		** JOB TOTALS **		18.89 **		
						STATE

Section Beaverton Signal [Freemeyer Access] Project Programming Estimate $ _____

Highway Tualatin Valley and Beaverton-Hillsdale Project Length —

County Washington Completion Time 240 calendar days

Kind of Work Traffic Signal Installation _____

Prefix 34-8248 = B.H. 34-8249 = TV FA Project No. —

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 142,809.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	2000
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ 2000.00

$ 144,809.00

Contingencies (4-1/2%) 6,516.41

Engineering (9 %) 13,032.81

SUBTOTAL $

Credit for _____ _____

Estimated Net Authorization, Construction $164,358.22

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Beaverton Signal (Fred Meyer Access) Project County Washington

Kind Of Work Traffic Signal Installation Length — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,170.00
2	Temporary Signs		Sq. Ft.	445	6.00	2,670.00
3	Flagmen		Hour	60	22.00	1,320.00
1	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	137,649
	Total					142,809.00

8914

29

HIGHWAY DIVISION 378-6558

J. B. Boyd, Manager
Right of Way

April 18, 1979

J. E. Versteeg
Road Design Engineer

Fred Meyer Access
~~Tualatin Valley & Sherwood~~ Hillsdales Highways
Washington County
Files 50542 & 50543

Attached are descriptions for two files (three parcels), correspondence, prints, and an authorization for the subject project, scheduled for the April 26 letting.

By: SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Description Engineer

WHW:ej
Attachments

Versteeg	
Anderson	RECEIVED
Christensen	
Olson	
Sullivan	APR 19 1979
Terpin	
Trout	ROAD DESIGN SECTION
Wakerlig	

Do Not File
Return To
Bring Up /
Action

STATE OF OREGON

INTEROFFICE MEMO

DEPT. _____ TELEPHONE _____

Salem, Oregon
DATE: March 23, 1979

TO: W. L. Wakerlig
Description Engineer
B U I L D I N G

FROM: Ruth Keller
Realty Specialist

SUBJECT: Fred Meyer/Oregon Commercial Development
Traffic Signal Project
Tualatin Valley Hwy./Beaverton Hillsdale Hwy.
Washington County

Will you have someone assign file numbers and check the attached descriptions for the easements as requested in the attached letter dated March 22, 1979 from Bill Geibel.

Also attached are the copies of Deeds and prints that he brought in for use in checking the descriptions.

Permits of Entry have been signed by Fred Meyer and Carr. The Permits are in Frank Lowe's office as of this date. The contract is scheduled for the April 12 letting.

Refer to the last paragraph in the letter of March 22 for the prefixes to be used on this project.

Please return the descriptions through the usual channels then on to me for preparing the easement forms.

RK:nn
Attch.
cc: Rod Henry
Bill Geibel Attn: Terry Flink
Frank Lowe
Marge McDonald

NOTED
ROBERT R. ROUNDS
MAR 23 1979

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

District 2A - Sylvan

March 22, 1979

FILE:

W W Geibel 229-5002

FROM: W. W. Geibel
District Engineer

TO: Ruth Keller
Documents Supervisor

SUBJECT: Signal Pole and Loop Easements
Fred Meyer/Oregon Commercial Center Developments
Tualatin Valley Hwy./Beaverton-Hillsdale Hwy.
City of Beaverton

Attached for easement preparation are the following:

1. Construction drawings 1 and 2 of the Fred Meyer development outlining required pole and loop easements labeled exhibits A, C, and D. Please ignore exhibit B as this property goes to the City of Beaverton or Washington County.

2. Fee title deeds for the Fred Meyer property (exhibits A and C) and the Carr Chevrolet property (exhibit D).

3. Property descriptions of all easements prepared by the engineering consultant for Fred Meyer.

Permits of entry have been signed by Fred Meyer and Carr and forwarded to Frank Lowe. The signal contract is scheduled for the April 12 letting.

Charges for this work can be made to the preliminary engineering prefixes 34-8248 (Beaverton-Hillsdale Highway easement) and 34-8249 (easements on the Tualatin Valley Highway).

WWG:sw

cc: Ed Hardt
Ken Rolfe

8914

STATE OF OREGON

INTEROFFICE MEMO

Highway Division
DEPT.

TELEPHONE

DATE: April 6, 1979

TO: Cecil Head
Commission Services

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Agreement 128
Fred Meyer Access, Beaverton-Hillsdale Highway
Washington County

MISC. CONTRACTS and AGREEMENTS No. 6151

Attached is an original copy of the subject agreement.

The prefix for this project is 34-8248 and the Miscellaneous C&A Number is 6151.

AE
mp
Attach.

cc: Finance, Jim Kinns, w/c
Appraisal, w/c
Title, w/c
Ken Rolfe

NOTED
C. W. HEAD

approved by
Boyd 4-2-79
on apv OTC report

8914

February 28, 1979

Jim Heitert
Fred Meyers, Inc.
P.O. Box 2121
Portland, Oregon 97209

Mitchell Drake
Drake Investment Co.
1740 N.W. Flanders St.
Portland, Oregon 97209

RE: Signal Projects
Fred Meyers - Oregon Commercial Center
Tualatin Valley and Beaverton-Hillsdale Highways

Gentlemen:

With reference to Mr. Wm. W. Gaibel's letter of January 25, 1979, attached hereto is a set of proposed plans, for the signals on the subject project, for your review. Also a copy of the latest estimate.

[redacted] Signal Projects on this project are planned for [redacted]. Please review the plans and if you have any [redacted] correcting or changes, please notify this office [redacted] no later than March 15, 1979.

The enclosed estimate would break down as follows:

Beaverton-Hillsdale -	$57,766.00
Drake Investment Co. -	$28,883.00
Fred Meyers, Inc. -	$28,883.00
Tualatin Valley	
Fred Meyers, Inc. -	$112,134.00

Your acknowledgement and approval of the estimate is desired at this time. You will note that the above amounts do not include preliminary engineering, the estimated amount having been paid earlier.

√ MB

If you have any questions, please feel free to call or write:

Gerald Wimer
205 Transportation Bldg.
Salem, Oregon 97310
Phone: 378-6514

or William W. Geibel
District 2A Engineer
P.O. Box 565
Beaverton, Oregon 97242
Phone: 229-5002

Very truly yours,

Gerald Wimer
Local Government Manager

FW:pf

cc: Ed Hardt
McDonald Engineering
Ram Fallmeyer
Mr. W. Geibel
City of Beaverton Attn: Victor Ehrlich
Washington County Public Works

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - 1-15-79

Project: Beaverton Sequel [Fred Meyer] Project
Highway: Beaverton/Hillsdale Tualatin Valley
County : Washington
Prefix : 34-8248 B/H
38-8249 TV

Scheduled for Letting: APR. 26, 1979
Type of Project : (Others)
Completion Time : 200 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for _____	All Specified Lump Sum		$_____
2.	Temporary Signs for ____ _____	_____ sq. ft.	$_____	$_____
3.	Flagmen for _____ _____	_____ hr.	$_____	$_____
4.	Traffic Signal Installation, Complete for _____ _____	All Specified Lump Sum	Est. 6,000	$137,649
		Estimated Contract Cost		$143,649

ANTICIPATED ADDITIONAL ITEMS

Striping	$	
Signing	$	
Controller testing (2)	$ 2,000	
	$	$ 2,000
	Engineering and Contingencies	$29388
	ESTIMATED PROJECT COST	$169,000

COMMENTS: All costs to be paid by Fred Meyer Inc.
Split: Beaverton/Hillsdale 34% - $57,766 (50% Drake/Investment, 50% Fred Meyers)
Tualatin Valley 66% = 112,134 100% Fred Meyers

6151

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Fred Meyer Inc.
P.O. Box 42121
Portland, OR 97242

Order No. .....

Date November 9, 1978

By: .....

Prefix and account number to which work is to be charged 34-8249

James D. Heitert Design Engineer
(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished:

Cost of pre-engineering work for new signals @ Tualatin Valley Hwy. @ New Fred Meyer access and at Broadway.

Estimate of Quantities and Cost

$6600.00 deposit (check #239238) is 100% of estimated cost.

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 6600.00

Deposit received by Secretary on 6/12/78

Authority from Requisitionist:

- ☒ Agreement dated 9/23/77 (#6151)
- ☐ Letter to ....., date .....
- ☐ Oral request to ....., date .....

Department Authority:

- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by W. W. Geibel in letter dated .....

Expected date of completion of work or delivery of materials unknown

Superintendent or engineer responsible for performance of work and submission of information for billing W. W. Geibel

---

Record of billing requests:

Number			
Date			
Amount			

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

Order prepared by Highway Maintenance Section

Signed W W Geibel

W. W. Geibel - District Engineer

cc Ben G. Ford
Bill Zirbes

8914

6144

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Fred Meyer Inc.
P.O. Box 42121
Portland, OR 97242

Order No. .....

Date November 9, 1978

By: .....

James D. Heitert Design Engineer
(Official Capacity)

Prefix and account number to which work is to be charged 34-8248

Description and Location of Work To Be Performed or Materials To Be Furnished:

Cost of preliminary engineering for new signals on Beaverton-Hillsdale Hwy. #40, as per Agreement #6144.

Estimate of Quantities and Cost

$1500.00 deposit (check #239239) is 50% of estimated cost.
Drake Development to deposit their check for $1500.00 in the near future.

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 1500.00

Deposit received by Secretary on 6/12/78

Authority from Requisitionist:

- ☒ Agreement dated 9/19/77 #6144
- ☐ Letter to ....., date .....
- ☐ Oral request to ....., date .....

Department Authority:

- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by W. W. Getbel in letter dated .....

Expected date of completion of work or delivery of materials unknown

Superintendent or engineer responsible for performance of work and submission of information for billing W. W. Getbel

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

Order prepared by .. Highway Maintenance Section

Signed W W Getbel

W. W. Getbel - District Engineer

SP-19713-734

cc Ben Gifford
Bill Zirbes

8914

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

September 5, 1978

Mr. Edward Hunter
Director of Technical Services
Department of Transporation
Transportation Building
Salem, Oregon 97310

Reference: Traffic Signal Design at S.W. Griffith Drive and Beaverton-Hillsdale Highway
Broadway and S.W. Canyon Boulevard
S.W. Canyon Boulevard and Fred Meyer Access

The above referenced signals are being designed and constructed by the Oregon Department of Transportation in accordance with agreements between the Department, the City of Beaverton, Fred Meyer Corporation and Drake Corporation. The cost of design and construction for these three (3) signals had been made a condition of development for Fred Meyer and Drake properties in this area. They are to be designed in accordance with City and State standards. All costs are to be borne by Fred Meyer and Drake corporations.

In accordance with our conversation, August 29, 1978, we agreed that mast arms would be incorporated into the design of these signals unless a physical problem arose which would preclude their use. It would be appreciated if we would be notified at an early time should such a problem arise.

The City of Beaverton is constructing mast arm design signals throughout the City in order to be in conformance with the community appearance section of our General Plan goals and objectives. The City is striving on other fronts to accomplish this beautification objective with a policy of undergrounding utility lines and making a strong effort to reduce the signing clutter. A signal with mast arms design fits most harmoniously with this total effort as well as providing functional signal equipment.

Thank you for your time and understanding of our local objectives and your aid in helping us move in the direction which our City Council and General Plan clearly identifies.

NOTED
E. S. HUNTER
cc Hart
9-8-78

Very truly yours,

Victor R. Ehrlich, P.E.
City Engineer

VRE:tw
cc: L.E. George

RECEIVED TECHNICAL SERVICES
SEP - 7 '78
REFER TO
FOR
Info
Invoice
R/W
Sign
Appr
File

8914

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1978

NOTED
E. S. HUNTER

Mr. Michael Odom
Traffic Engineer
City of Beaverton
4950 S.W. Hall Boulevard
Beaverton, OR 97005

Dear Mr. Odom:

As indicated in previous correspondence, the Department's standard signal design involves the use of span wire mounted traffic signals.

If the City of Beaverton is willing to pay the difference in cost between the mast arm design and span wire design for those signals installed on the State Highway System and will so indicate in writing, a mast arm design will be incorporated into each signal where it is physically possible to do so.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LEG:ds

bc: E. S. Hunter
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
AUG 23 '78
REFER TO

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

August 16, 1978

Mr. L.E. George
Traffic Engineer Supervisor
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. George:

The City of Beaverton, through its General Plan, has established "community appearance" as an integral and important part of upgrading our community's livability. We therefore request that mast arms be used in the design of the three signals connected with the Fred Meyer project. Thank you.

Very truly yours,

Michael Odom

Michael Odom
Traffic Engineer

MO:tw

7914

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1978

Mr. Michael Odom
Traffic Engineer
City of Beaverton
4950 S.W. Hall Boulevard
Beaverton, OR 97005

NOTED
E. S. HUNTER

Dear Mr. Odom:

Your letter of July 17, 1978, directed to R. W. Failmezger, indicated a desire for mast arm usage in the traffic signal design on Canyon Road and the Beaverton-Hillsdale Highway involving the Fred Meyer development.

The Department's basic standard design is the span wire mounted signal. It is 15 percent to 20 percent more economical on first cost and is much more economical for maintenance costs over the years of service life. The lower cost means that for every four or five installations we can install an additional signal if our span wire design is utilized. It also means less expensive future cost. In this time of income and budgetary problems, these costs are important.

I realize that in this case State dollars are not an issue in the initial cost but private enterprise dollars are. I do not believe it proper to take undue advantage of the Fred Meyer Company just because they are agreeable particularly when esthetics are of such a judgmental nature.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LEG:ds

bc: E. S. Hunter
E. L. Hardt
R. W. Failmezger

RECEIVED
TECHNICAL SERVICES
AUG 9 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

July 17, 1978

Mr. Ronald Failmezger
Regional Traffic Engineer
Post Office Box 02157
Portland, Oregon 97202

Dear Ron:

The City of Beaverton wishes to formally request that the three signals required of the Fred Meyer development on Canyon Road and Beaverton-Hillsdale Highway be designed using mast arm supports in conformance with the "community appearance" section of our General Plan. Thank you.

Very truly yours,

Michael Odom

Michael Odom
Traffic Engineer

MO:tw

OE RE RME RCE BE
TE RECEIVED RSM
UE JUL 19 1978 RSC
SO REGION I RBI
TO

8914

May 3, 1978

Arland J. Anderson
% H. A. Anderson Co.
3427 N. E. Halsey St.
Portland, OR 97232

City of Beaverton
City Hall
Beaverton, OR 97005
Attn: Susanne Meinbigner
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6151

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123
Attn: Roger Thomson
Director of Elections & Records

Gentlemen:

On April 12, we mailed to you a copy of an agreement with Washington County, the City of Beaverton, Fred Meyer, Inc., and the Highway Division for installation of traffic signals and channelization on the Tualatin Valley Highway to serve the Valley West Regional Shopping Center.

We stated in that letter the resolution from the City authorizing the Mayor and Recorder to enter into this agreement was not attached to the agreement. Enclosed is a copy of that resolution for your records.

Very truly yours,

G. W. Reed
COMMISSION SERVICES

Enc

Att.

cc Fred Meyer, Inc.
P. O. Box 42121
Portland, OR 97242
Attn: James D. Knitsrt
Design Engineer

Bill Geihl
Don Harwell

Resol attached to agreement

8914

April 12, 1978

Drake Investment Co.
% Donald M. Drake Co.
1740 N. W. Pinnacre St.
Portland, OR 97209
Attn: Mitchell G. Drake

Arland J. Anderson
% H. A. Anderson Co.
3427 N. E. Halsey St.
Portland, OR 97232

MISC. CONTRACTS and AGREEMENTS No. 6144

City of Beaverton
City Hall
Beaverton, OR
Attn: Suzanne Steinbiger
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Beaverton, Fred Meyer, Inc., Drake Investment Company and the Highway Division for the installation of traffic signals on the Beaverton-Hillsdale Highway to serve the Valley West Regional Shopping Center.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

cm
Att.

cc Fred Meyer, Inc.
P. O. Box 42121
Portland, OR 97242
Attn: James D. Ehlert
Design Engineer

Bill Gaibel
Don Harwell (cont. agree. att.)

914

STATE OF OREGON

INTEROFFICE MEMO

ED HARDT
Region I Engineer

DATE: October 5, 1977

DONALD R. ADAMS
Project Development Manager

ECT: Fred Meyer Agreements
TV & Beaverton-Hillsdale Highway

Signal agreements number 6144 between the City of Beaverton, Fred Meyer, Drake Investment Company and the State and number 6151 between Washington County, City of Beaverton, Fred Meyer and the State are attached.

Agreement number 6151 is for a signal installation on the TV Highway at the new intersection of 117th Avenue and a new access to Fred Meyer. Agreement number 6144 is for signalization of a joint access on the Beaverton-Hillsdale Highway for Drake Investment Company on the south and Fred Meyer on the north.

We have reviewed these two agreements and had questions on two items. The effect of the installations on the system and the cost of the preliminary engineering.

I discussed with you and Bill Geibel a week or so ago the effect of these developments on the traffic in the area. At that time I was advised that an analysis had been made by John Hanks and that the analysis indicated that a number of the intersections would operate at level of service E by 1985. The level of service E would be reached whether or not the Fred Meyer, Drake Investment Company development were built. Some modifications and adjustments to the Beaverton-Hillsdale and TV Highway were suggested by John Hanks. Funding of these modifications by private party became a problem because the level of service at the intersections would exist whether or not the developer made his improvement. Therefore, the agreements are consistent with the Region I decision not to require the developer to pay for the cost of modifying the State highways beyond the limits of their development.

The other item of concern was the funding established for the survey authorizations. I have attached an estimate for each survey and you will note that the authority for agreement 6151 is nearly $20,000 and the estimate for agreement 6144 is nearly $12,000. I recommend the agreements be modified to reflect these later estimates for preliminary engineering.

Our workload is substantial and you probably should advise the developer that the preliminary engineering will require 9 to 12 months after approval of the agreement.

DRA/las

/Attachment

cc: [redacted]
E. Hunter
H. Coulter
B. Geibel
J. Hanks

I don't know what this is all about, but are you saying that PE for signals is $20,000 + $12,000 and it takes 9-12 months to do the PE? If so, why. Fred

RECEIVED
DOT OPERATIONS
OCT 13 '77
REFER TO
Bothman
FOR

Info	Invest	R/D	D/R	Sign	Act	File

5914

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 26, 1977

FILE: MAI 12

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: MEMO TO FILE

SUBJECT: PRELIMINARY MEETING
CONCERNING AGREEMENTS
Valley West Center
Beaverton

A preliminary meeting with representatives of Fred Meyer Inc., Mr. Anderson and Roy Whitman, was held on Tuesday at 10 a.m. in Geibel's office. Also in attendance were two representatives from the City of Beaverton which included Mike Odom, Traffic Engineer; two representatives from County/City, Mainor Holmes and Gary Zehner; Mitchell Drake of Mitchell Drake Properties.

The Design Review Board for Beaverton stipulated in the requirements for approval of Phase 1 of the Fred Meyer Valley West Center that agreements concerning traffic signals must be signed before a building permit is issued.

As a result of the discussion it was determined that a four-party agreement must be drawn up for the main access to Beaverton-Hillsdale Highway. This agreement would cover the five phase, full actuated traffic signal with Mitchell Drake and Fred Meyer splitting the costs of the installation. The City of Beaverton would provide the power costs, with the State Highway Division maintaining the installation.

Again after discussion, it was determined that a three-party agreement must be drawn up concerning the main access traffic signal on Canyon Road and the realignment and signalization of Broadway Street onto Canyon Road. It was felt that a preliminary signal design was necessary to determine the best traffic signal operation between the two traffic signals. Fred Meyer Inc. would do final design work and construction of the realignment and widening. The Highway Division would do the final design of traffic signals and contract. The City of Beaverton would pay power costs, and State Highway Division would maintain the signals. Washington County would need to approve the redesign of Broadway Street. This is a county road within the city limits of Beaverton.

Also discussed was the capacity analysis for the Valley West Center made by the Traffic Section. Fred Meyer personnel present were emphatically against any participation in the improvements shown at the four ramp terminals for ORE 217 with State Highways ORE 10 and ORE 8. This traffic analysis should make us aware of the existing low level of service at the ramp terminals. An upgrading project should be considered as shown.

RWF/ggw

cc: R. N. Bothman
L. E. George
E. L. Hardt
W. W. Geibel

NOTED
MAINOR C. HOLMES
THIS COPY FOR

Mainor Holmes
Mike Odom Beaverton
Tom Spear Washington County

979 Rogue River Sec. (5 city streets) in the City of Rogue R. (Pavement & oiling) 8915

CSA 6405 2-2-78

Court early advance
PE-AD 436 - $98.00 cc 1845
AD 466 $9520.00 - Early payment for Construction costs

1,500

Rec'd Field survey
1/6/78
Did not see

8915

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-13-80	CC 2077	

CREDIT DISTRIBUTION
315-1959-295
315-1011-295

BILL TO: Code:

City of Rogue River
City Hall
Rogue River, Oregon 97537
Attn: Mr. Tony Suttora, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 1st, 2nd, 3rd, 4th and Oak Streets - SOS-1501(1) This is an OFF SYSTEM Project.			
City Advance Deposit			$10,500.00
Federal Funds Collected			58,813.93
Less Project Costs			68,620.38
			$ 693.55

(Please send copy of itemized statement with billing)

Advance Deposit Amount	$ 10,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,200.00
Balance	$ 3,300.00
Transfer to Highway Fund	$ 2,606.45
Refund Due	$ 693.55
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1997, CC 1845

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10-13-80

CITY Rogue River Contract No. 8915 Date Completed 7-24-79

PROJECT # SOS-1501(1) Section 1st, 2nd, 3rd, 4th & Oak Streets

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	$ 6,609.39
Construction	
Payment to Contractor	$ 57,322.10
Engineering	4,688.89
Total Project Cost	$ 68,620.38
Federal Funds Collected	
Construction	$ 53,150.75
	5,663.18
	$ 58,813.93
City's Share of project costs	
City Advance Deposit	$ 10,500.00
Federal Funds	58,813.93
Less Project Costs	68,620.38
REFUND DUE CITY	$ 693.55

Reference: Billing Form CC 2077

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	1st, 2nd, 3rd, 4th and Oak Streets (Rogue River) Jackson County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 6,602.75	
	Construction Type Code 6201 Contract #5815 Roadway (City Streets, Rogue River) Final Contract Payment Summary	Lump Sum			57,280.04	
	Construction Engineering State	All Required			4,688.89	
	Total Participating Costs				$63,571.68	
	Nonparticipating Items Interest Paid to Contractor	All Required			42.06	
	Preliminary Engineering	All Required			6.64	
	Total Nonparticipating Costs				$ 48.70	
	Total Project Costs				$68,620.38	

Prepared based on Participating Costs as shown on Federal Billing as of 7/31/80.

57 280.04
42.06
57,322.10

4,602.75
6.64
4,609.39

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. [illegible]
PROGRAM APPROVED	VOUCHER PERIOD From: 6-12-78 To: 6-11-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$68,620.36	$68,571.68	86.775	$59,811.93	$59,811.93	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Stang, Controller 9-16-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

	315	1957	920	00	P	1				16.63	
	315	1957	923	00	P	1	288.20		125.26	536.20	
			TOT	P1			1,789.87		2,166.67	24,531.68	
			TOT	N1						75.98	
			** JOB TOTALS **				1,789.87	**	2,166.67	** 29,595.98	**

ROGUE RIVER-VARIOUS CITY STS CONT NO $ FA PROJ NOS SOS 50100I 100 STATE

	315	1959	295	00	N	9				780.00
	315	1959	296	00	N	9				6,443.18CR
	315	1959	298	00	N	9				5,663.18
	315	1959	901	00	P	1				1,201.44
	315	1959	905	00	P	1				1,863.65
	315	1959	910	00	P	1				111.10
	315	1959	914	00	P	1				69.03
	315	1959	920	00	P	1				46.38
	315	1959	921	00	P	1				280.72

TOTAL TO DATE JOB COST SUMMARY AUGUST 1980 PAGE 607

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	315	1959	922	00	P	1					31.03	
	315	1959	922	00	N	1					6.45	
			TOT	P1							6,602.75	
			TOT	N1							6.45	
			** JOB TOTALS **					**		**	6,609.20	**

3RD-6TH ST CENTRAL POINT CONT NO $ FA PROJ NOS SOS 50200I 100 STATE

	315	1961	295	00	N	9				1,000.00
	315	1961	296	00	N	9				8,200.00CR
	315	1961	298	00	N	9				7,200.00
	315	1961	901	00	P	1				4,687.12
	315	1961	905	00	P	1				2,005.33
	315	1961	910	00	P	1				1,442.04
	315	1961	911	00	P	1				1,010.28
	315	1961	914	00	P	1				91.60
	315	1961	920	00	P	1				1,091.68
	315	1961	921	00	P	1				781.28
	315	1961	922	00	P	1				781.28
	315	1961	923	00	P	1				11,146.80
			TOT	P1						11,196.80
			** JOB TOTALS **					**		**

RIDDLE RD-GENESEE ST MEDFORD CONT NO $ FA PROJ NOS 11 %20000I 100 STATE

	315	1963	296	00	N	9				1,000.00
	315	1963	298	00	N	9				8,200.00CR
	315	1963	910	00	P	1				11,146.80
	315	1963	920	00	P	1				
	315	1963	923	00	P	1				

	315	1957	921	00	P	1				
			TOT		P1		1,789.87	2,166.67		75.98
			TOT		N1					
			** JOB TOTALS **				1,789.87	** 2,166.67	**	**

ROGUE RIVER-VARIOUS CITY STS CONT NO $ FA PROJ NOS SGS 501001 100 STATE

315	1959	295	00	N	9		780.00
315	1959	296	00	N	9		6,443.18CR
315	1959	298	00	N	9		5,667.18
315	1959	901	00	P	1		1,201.44
315	1959	904	00	P	1		1,863.05
315	1959	905	00	P	1		111.10
315	1959	910	00	P	1		69.03
315	1959	914	00	P	1		46.38
315	1959	920	00	P	1		280.72
315	1959	921	00	P	1		

AUGUST 1980 PAGE 607

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	315	1959	922	00	P	1			6.40
	315	1959	922	00	N	1			6,602.75
			TOT		P1				75.98
			TOT		N1				
			** JOB TOTALS **				**	**	6,609.39 **

3RD-6TH ST CENTRAL POINT CONT NO $ FA PROJ NOS SGS 502001 100 STATE

315	1961	295	00	N	9		1,080.00
315	1961	296	00	N	9		8,208.88CR
315	1961	298	00	N	9		7,788.88
315	1961	901	00	P	1		4,687.12
315	1961	905	00	P	1		2,005.33
315	1961	910	00	P	1		1,442.88
315	1961	911	00	P	1		1,010.88
315	1961	914	00	P	1		1.88
315	1961	920	00	P	1		1,091.88
315	1961	921	00	P	1		7.88
315	1961	922	00	P	1		11,146.88
315	1961	923	00	P	1		
		TOT		P1			11,146.88 **
		** JOB TOTALS **				**	**

BIDDLE RD-GENESEE ST MEDFORD CONT NO $ FA PROJ NOS N 420001 100 STATE

315	1963	295	00	N	9		88.88
315	1963	298	00	N	9		1,888.88
315	1963	910	00	P	1		11.88
315	1963	920	00	P	1		9,888.88
315	1963	923	00	P	1		

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	315 1006	200	00 P 1			1.2		
	315 1006	900	00 P 1			12		
		TOT	P1		11.25	205.6		
		TOT	N1			96		
		** JOB TOTALS **		**	11.25 **	206.722 70 **		

ROGUE RV SEC CITY OF ROGUE RV CONT NO 8915 & FR PROJ NOS S0S S01001 100 STATE

	315 1011	201	00 P 1			52.280		
	315 1011	200	00 N 1			12		
	315 1011	235	00 N 9			6.920		
	315 1011	235	00 N 9			50.570	CR	
	315 1011	235	00 N 9			53.150		
	315 1011	900	00 P 1			4.976		
	315 1011	920	00 P 1			56		
	315 1011	921	00 P 1			156		
		TOT	P1			61.968	93	
		TOT	N1			12		
		** JOB TOTALS **		**	**	62.010	**	

3RD ST-6TH ST OF E PINE CONT NO 9042 & FR PROJ NOS S0S S02001 100 STATE

	315 1014	201	00 F 1			98.051 13	90	80

TOTAL TO DATE JOB COST SUMMARY AUGUST 1980 PAGE 148

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	315 1019	200	00 N 1			22		
	315 1019	200	00 P 1			56		
	315 1019	235	00 N 9			6.920		
	315 1019	235	00 N 9			50.570	CR	
	315 1019	235	00 N 9			53.150		
	315 1019	900	00 P 1		217.53	7.7	7	80
	315 1019	920	00 P 1			58		
		TOT	P1		217.53	106.225		
		TOT	N1			22		
		** JOB TOTALS **		**	217.53 **	106.751 62 **		

BARNETT ST(MEDFORD)RR SIGNALS CONT NO FR PROJ NOS BRP 00S001 100 STATE

	315 1020	226	00 P 1			62.260	12	13
	315 1020	226	00 N 1			1.2		
	315 1020	235	00 N 9			6.920		
	315 1020	235	00 N 9			50.570	CR	
	315 1020	235	00 N 9			53.150		
	316 1020	915	00 P 1			4.976		
		TOT	P1			62.2		
		TOT	N1			12		
		** JOB TOTALS **		**	**	63.0	96 **	

CENTRAL AVE-8TH ST MEDFORD CONT NO 9080 & FR PROJ NOS M 441001 100 STATE

	315 1022	201	00 P 1			130.408 12		78

| | | |

| | | |

| | | |

#8915 — STATE Cy

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

4-11-80 *(PPM 20-5)* For "Off-System" Project

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-1501(1)	Jackson	Oregon 8915

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved (1) construction of roadbed widening, aggregate base and asphalt concrete pavement, and (2) performance of such additional and incidental work as is called for by the specifications and plans. The project was completed July 24, 1979 on the Rogue River Section (5 city streets) in the City of Rogue River.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Copeland Paving, Inc.	$ 49,457.50

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* [signature]

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Info / Inves / R/D / D/R / Sign / Act / File — REFER TO FOR — APR 17 '80 — RECEIVED STATE HWY ENGR

4 cy

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet) TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.830	VAR		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
T. P. Lowe	8/15/79

12. IN COMPANY WITH
R. H. Munden, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE: T. P. Lowe

14. TITLE: Area Engineer — 15. DATE: 4/9/80

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE: G. K. Hoesner

17. TITLE: D.O.E. — 18. DATE: 4/11/80

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

8915

COM 5
#8915

October 12, 1979

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

Contract No. 8915 awarded to Copeland Paving, Inc., for work on five city streets in Rogue River in Jackson County was completed on July 24, 1979 and accepted by the State Highway Engineer on October 11, 1979.

Final payment in the amount of $2,864.00 will be released to the contractor after October 17, 1979. The total contract amount is $57,280.04 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
COMMISSION SERVICES

rls

cc: Copeland Paving, Inc.
695 S.E. J Street
P. O. Box 608
Grants Pass, OR 97526

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

#5715

File A

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Interstate Coatings, Inc., No. 8668	Lewis & Clark River Bridge, Clatsop County	September 10, 1979
Houck-McCall Corp., No. 8830	Crane Rock Production Project, Harney County	September 10, 1979
Coast Marine Const., Inc., No. 8853	Catching Slough (Eastside) Bridge, Coos County	September 10, 1979
David A. Mowat Co., No. 8608	Columbia Blvd. Intchge. (Col. Blvd. U'Xing), Multnomah County	September 10, 1979
Hansen Elect. Co., No. 8700	Cape Arago Hwy. @ Harrison Ave. (N. Bend), Coos County	September 17, 1979
R. L. Coats, No. 8894	Halfway Paving Project, Baker County	September 19, 1979
Roseburg Paving, Inc., No. 8813	Cedar St.-Oak St. (Oakland), Douglas County	September 19, 1979
Baker Redi-Mix, Inc., No. 8955	M.P. 40.2 - M.P. 44.0 Paving Project, Union County	September 26, 1979
Continental Crushing & Leasing, Inc., No. 8888	Paisley Rock Production Project, Lake County	September 27, 1979
Hamilton Electric, Inc., No. 8730	Pendleton/John Day Hwy. @ SW Hailey St. (Pendleton), Umatilla County	September 28, 1979
Traffic Marking Specialists, Inc., No. 8944	Grants Pass Pavement Marking, Josephine County	October 1, 1979
Linnco Elect. Co., No. 8769	1st Ave.-6th Ave. (Albany), Linn County	October 3, 1979

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats, No. 8640	Hines-Diamond Ave. (Burns) Project, Harney County	October 3, 1979
Dennis V. Snyder, No. 8838	Clackamas RR O'xing-SE 110th Ave., Clackamas Co.	October 5, 1979
R. A. Hatch Co., No. 8855	Beltline Rd. & Delta Hwy., Lane County	October 11, 197
Copeland Paving, Inc. No. 8915	Rogue River Grading & Paving Project, Jackson County	October 11, 197
M. C. Lininger & Sons, Inc., No. 8916	Rogue Valley Hwy. @ Charlotte Ann Road, Jackson County	October 11, 197

October 10, 1979

H. S. Coulter, State Highway Engineer

FORM 01-734-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ROGUE RIVER		WEEK ENDING: September 15, 1979
		SECTION PREFIX: 315-1011
HIGHWAY: 5 City Streets		COUNTY: Jackson
NAME OF JOB: Rogue River	KIND OF WORK: Grading and Paving	
CONTRACTOR: Copeland Paving, Inc.	CONTRACT NUMBER: 8915	FEDERAL AID PROJECT NUMBER: SOS-1501(1)
DATE OF CONTRACT: May 11, 1979	DATE WORK STARTED: July 17, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 90	WORK DAYS USED: 63
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 70
PROJECT AUTHORIZATION: $66,433.83		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $61,488.09	ENGINEERING AUTHORIZATION: $4,945.75	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $57,280.04	ENGINEERING COST TO DATE: $4,027.34	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: XXXXXX UNDERRUN 7 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: July 24, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 17 1979
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project is completed and work is being done on the semi-final estimate.

RECEIVED
SEP 17 1979
CONSTRUCTION
BRANCH

SIGNED Dolls for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING ARE INVOLVED SUBMIT 3 COPIES

8915

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-127
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1 & 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-20-79

Form Approved; O M B No. 04-R2089

State	Oregon
County	Jackson
Project Number	SOS-1501(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 63,628.00	$ 75,204.00
Federal funds	$ 54,572.00	$ 64,500.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction bid item quantities, and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of August, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

BY For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 464

Gen. File

Oregon State Highway Division
Salem, OR August 10, 1979

Federal Aid Project
No. SOS-1501(1)

1st, 2nd, 3rd, 4th and Oak Streets (Rogue River)
Jackson County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required		$ 7,000.00
Type Code 6201 Roadway (City Streets, Rogue River)			
Subtotal of previous estimate of May 23, 1979			$ 49,457.50
Previous Estimate			
General Excavation	400 C.Y.	11.00	$ 4,400.00
Aggregate Base	620 C.Y.	8.50	5,270.00
Class "B" Asphaltic Concrete	1,830 Ton	21.25	38,887.50
			$ 48,557.50
Revised Estimate			
General Excavation	485 C.Y.	11.00	$ 5,335.00
Aggregate Base	750 C.Y.	8.50	6,332.50
Class "B" Asphaltic Concrete	2,200 Ton	21.25	46,750.00
			$ 58,417.50
		Increase	9,860.00
		Subtotal	59,317.50
		Engineering	8,886.50
		Total	$ 68,204.00

Length of Project. . . . . 0.830 mile
Cost of Roadway Per Mile . $82,173.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,000.00	$ 6,003.00	$ 997.00
Roadway	68,204.00	58,497.00	9,707.00
Total	$75,204.00	$64,500.00	$10,704.00

Group 1 - 100%
Contract No. ~~8916~~ 8915
Prefix 315-1959
Prefix 315-1011

8915

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-103		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
MODIFICATION NUMBER 1	6-7-79	Project Number SOS-1501(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$7,000.00	$63,628.00
Federal funds	$3,960.00	$54,572.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Johnston

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 464

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. SOS-1501(1)

1ST., 2ND., 3RD., 4TH., AND OAK STREETS (ROGUE RIVER)
JACKSON COUNTY

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 7,000.00
Type Code 6201 Roadway (City Streets, Rogue River)			
Mobilization	All Required		$ 900.00
General Excavation	400 Cu.Yd.	11.00	4,400.00
Aggregate Base	620 Cu.Yd.	8.50	5,270.00
Class "B" Asphalt Concrete	1,830 Ton	21.25	38,887.50
	Subtotal		$ 49,457.50
	Engineering		7,170.50
	Total		$ 56,628.00

Length of Project - - - - - - - - - - - - - - - 0.830 mi.
Cost of Roadway Per Mile - - - - - - - - - - $ 68,467.46

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,000	$ 6,003	$ 997
Roadway	56,628	48,569	8,059
Subtotal	$ 63,628	$ 54,572	$ 9,056
Retained in P.S. & E. Status	11,576	9,928	1,648
Total	$ 75,204	$ 64,500	$ 10,704

Group 1 100%
Contract No. 8916
Prefix 315-1959
Prefix 315-1011

8915

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO.		County Jackson
11-89	FEDERAL-AID PROJECT AGREEMENT	Project No. SOS-1501(1)
	11-9-78	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts., Various City Sts. (Rogue River)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-12-78	0.72
RIGHTS-OF-WAY		
CONSTRUCTION	5-12-78	0.72
OTHER *(Specify)*		

FUNDS Pro Rata $

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,000.00	$ 3,960.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 8 '78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 27, 1978

Federal Aid Project
No. SOS-1501(1)

1st, 2nd, 3rd, 4th and Oak Sts. (Rogue River)
City Streets in Jackson County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$7,000.00
	TOTAL	$7,000.00

Length of Project ---------- 0.72 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,000.00	$ 3,960.00	$ 3,040.00
Retain in PS&E Status	107,000.00	60,540.00	46,460.00
TOTAL	$114,000.00	$64,500.00	$49,500.00

Group 1 - 100%
Prefix: 315-1959

8915

DATE: July 6, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rogue River City Streets
Jackson County
Contract No. 8915

It is anticipated this federal-aid grading and paving project will overrun the project authorization. An additional $11,200 or 20 percent in authorization is needed to cover the estimated cost.

The low bid received enabled the project limits to be extended and still remain within the original engineer's estimate making full use of available funds. Bid Items that will be increased are Class B Asphalt Concrete ($7,862), Aggregate Base ($1,063) and General Excavation ($880). Engineer and contingencies have been extended in proportion to the added work.

It is recommended that the authorization for this project be increased by $11,200 to a new total of $67,828.84. This matter will be on the Consent Calendar for your July 17 meeting.

DCA:mk JJ

bc: F. B. Klaboe
C. W. Head
C. T. Keasey
V. E. Skoog
L. W. Rullen
D. H. Moehring
Alfred Shirley, Jr.
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8915

Salem, Oregon

July 5, 1979

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rogue River City Streets
Jackson County
Contract No. 8915

It is anticipated that this federal-aid grading and paving project will overrun the project authorization. An additional $11,200, or 20 percent in authorization is needed to cover the estimated costs.

The project was reduced in scope prior to the letting to insure there was sufficient local matching funds. A lower bid than anticipated was received and the project was extended to the original planned limits. The increases will be in Class B Asphalt Concrete mix ($7,862), Aggregate Base ($1,063), and General Excavation ($880).

As this change is early in the project, the engineering and contingencies have been extended in proportion to the added contract work.

P.C.R.B. approval is not required, as this work is an extension of the project bid items. The added work will be eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization.

OBJ:DA:fr

Att.

cc: Alfred Shirley
William Maude
Robert Church

Form E-373 (Rev. 10-68)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Rogue River City Streets — Date May 22, 1979

Highway City Streets — Contract No. 8915

County Jackson — Kind of Work Grading & Paving — Contractor Copeland Paving, Inc.

	Authorized	Estimated
Contract Amount	$49,457.50	$59,262.50
Anticipated Items	0	0
Contingency (4½%)	$2,225.59	$ 2,670.70
Engineering	$4,945.75	$ 5,895.64
Credits	0	0
PROJECT COST	$56,628.84	$67,828.84
	NET INCREASE $	$11,200.00

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(c) Bid Item 2, General Excavation	$5,280.00	+880.00
(c) Bid Item 3, Aggregate Base	$6,332.50	+1.062.50
(c) Bid Item 4, Class B Asphaltic Concrete Mix	$46,750.00	+7,862.50

Principal reasons for overruns (Continue on reverse side): This authorization for an expected overrun is being made at the request of the city of Rogue River to make full use of all the SOS grant moneys available. The project is proposed to be extended on 4th St. between Broadway and Cedar; 4th St. between Bergland and Cedar and one block of Bergland, between 3rd and 4th streets. This extension will bring the total

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. H. Maude — Resident Engineer

Confirmed by _____ — Division Engineer

Noted by _____ — Construction and Bridge Engineer for Contract Admin.

Noted by _____ — Deputy or State Highway Engineer

cost of the project up to the amount of the engineers estimate of the original work.

The three major bid items were increased in quantity only. There has been no increase in unit prices. A documentary price agreement has been written to cover the change in quantities.

8915

April 27, 1979

City of Rogue River
City Hall
Rogue River, Oregon 97537

Attn: Mr. Tony Sattora
Director of Public Works

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Copeland Paving Inc., 695 S.E. "J" St., P.O. Box 608, Grants Pass, Oregon 97526 for the project on 5 City streets in the City of Rogue River, SOS-1801(1).

This is an OFF SYSTEM project and based upon the contractor's bid the City's advance deposit is as follows:

Bid Items	$49,457.50
4½% Contingencies	2,225.59
10% Engineering	4,945.75
Est. Cost of Construction	$56,628.84
Est. Cost of PE	7,000.00
	$63,628.84

14% of $63,628.84 =	$8,908.04	
Less PE Advance Deposit	980.00	
CITY'S SHARE	$7,928.04	

By rounding the City's Share will be: $7,930.00

We will deduct the $7,930.00 from the $9,320.00 sent to us earlier.

MP

If this meets with your understanding and approval, please have the City Officials sign in the space provided below and return to this office, at which time the contract for this project will be awarded.

Very truly yours,

Gerald Winer
Local Government Engineer

HR:pf

APPROVED
CITY OF _____

BY MAYOR _____

BY RECORDER _____

DATE _____

bcc w/AD # 630: Vern Skoog - Please return completed AD # 630 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

8915

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-1501(1)

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80278

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO,
FOR
Info | Insp | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-11 mlg to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-12-78	4-4-79	Non Federal-aid	City Street

GENERAL LOCATION:

1st, 2nd, 3rd, 4th and Oak Streets (Rogue River) Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated March 27, 1979 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM 1ST, 2ND, 3RD, 4TH & Oak Sts. (Rogue River) Sec.

TO Rogue River Section
5 City Streets
Jackson County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

Section Rogue River Section — Programming Estimate $ _____

Highway 5 city Streets 3-8-79 — Project Length 0.84 miles

County 8915 Jackson — Completion Time 90 Cal. Days

Kind of Work Grading & Paving

Prefix 315-1959-921 — FA Project No. SOS-1501 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 58,240.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ —

	$ 58,240.00
Contingencies (4-1/2%)	2620.80
Engineering (10 %)	5824.00
SUBTOTAL	$ —
Credit for _____	
Estimated Net Authorization, Construction	$66,684.80
Est. PE Costs	7,000.00
Est Total Project Cost	73,684.80
Less PE Advance Deposit	980.00
Less Federal Funds (88%)	72,704.80
	-63,980.22
City's early adv. deposit for Const	8,924.58
Remainder of Early advance Dep	2,520.
	595.42

APPROVED

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date Feb 22, 1979

ion Rogue River Section County Jackson

Of Work Grading + Paving Length 0-84 mile Name B. Bergstedt

3-27-79

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization 8%		All	All		4300 00
Roadwork					
General Excavation		Cu. yd.	400	8 00	3200 00
Aggregate Base		Cu. yd.	620	11 00	6,820 00
Class "B" Asphalt Concrete		Ton	1830	24 00	43,920 00
					58,240 00
53940 X .08 = Mob 4315 00					
Round 4300					

8915

Section Rogue River Section

Highway 5 city streets

County Jackson

Kind of Work Grading & Paving

Prefix 315-1959-921

Programming Estimate $

Project Length 0.84 miles

Completion Time 90 Cal. Day

FA Project No. SOS-1501 (1)

CONSTRUCTION AUTHORIZATION

ract Amount $ 58,240.00

ROUTING SLIP—DEPT. OF TRANSPORTATION	Date 3-8-79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lana Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 3
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Proj. Mngt.

COMMENTS: Please inform the city

Form 731-0022 (7/78) BP*78668-784

73,684.80
980.00
72,704.80
63,980.22
8,924.58

Early ad. Deposit

9520.00
8924.58
595.42

Told Jack Ayers

	$ 58,240.00
Contingencies (4-1/2%)	2620.80
Engineering (10 %)	5824.00
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$66,684.80
Est PE Costs	7,000.00
Est Total Project Cost	73,684.80
Less PE Advance Deposit	980.00
Less Federal Funds	64,500.00
	8,204.80
City's early adv. deposit for Const.	9520.00
Remainder of Early advance Dep.	#1,315.20

APPROVED

Road Design Engineer

9520.00
8924.58
595.42

63,980.22
8924.58

Section Rogue River Section — Programming Estimate $ _____

Highway 5 city streets — Project Length 0.84 miles

County Jackson — Completion Time 90 Cal. Day

Kind of Work Grading & Paving

Prefix 315-1959-921 — FA Project No. SOS-1501 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 58,240.00
Anticipated Additional Items:	
Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	$
	$ 58,240.00
Contingencies (4-1/2%)	2620.80
Engineering (10 %)	5824.00
SUBTOTAL	$
Credit for _____	
Estimated Net Authorization, Construction	$66,684.80
Est PE Costs	7,000.00
Est Total Project Cost	73,684.80
Less PE Advance Deposit	980.00
Less Federal Funds	64,500.00
	8,204.80
City's early adv. deposit for Const.	952.00

APPROVED

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY-BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date Feb 22, 1979

tion Rogue River Section County Jackson

Of Work Grading + Paving Length 0.84 mile Name B. Bergstedt

3-27-79

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization 8%		All	All		4300.00
Roadwork					
General Excavation		Cu. yd.	400	8.00	3,200.00
Aggregate Base		Cu. yd.	620	11.00	6,820.00
Class "B" Asphalt Concrete		Ton	1830	24.00	43,920.00
					58,240.00
53940 X .08 =		Mob	4315.00		
		Round	4300		

Form FHWA 121 (Rev. 5-73)

8915

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem CR 97301

DATE: February 22, 1979

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project RS-A368(-)
N.C.L.-Main St. (Rogue River) Section
Pine St. - FAS-A368
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with Mr. Potter's January 29, 1979 letter has been received.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative [illegible] with 4(f) potential.

The proposed standards, design, and other specific details ccontained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
E. S. Hunter (OSHD)
Env. (OSHD Reg. 3)

Environmental Section
March 1, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Alfred Shirley
George Thornton
Elliott Parker
John Grassman
Gerald Wimer
B. L. Gifford (2)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 2 1979
File: PM FA
LG OP
TAM Reynolds

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A368(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 29, 1979

Section N.C.L.-Main St. (Rogue River) Sec. Unit (if appl)

County Jackson City Rogue River

Highway Pine ST. FAS-A368 State Hwy. No. FAS No. A-368

Termini: M.P.(if appl) Length 2300' (0.43 mile)

Region 3 Construction Estimate $456,000.00
Program Amount

B. Purpose of Project:

The proposed project will provide an improved facility through the City of Rogue River and connect the central business district of Rogue River to Evans Creek Road, a major north-south route which was recently improved by the County. The provision for sidewalks and parking will enhance the safety and welfare of the children attending the Rogue River schools located approximately midway in the project.

C. Origin & History of Project:

This section of road is narrow, substandard street between a newly constructed, standard County road to the north and the downtown commercial section of Rogue River. Traffic from the east half of Evans Valley gains access to Interstate 5 via this route. For years, the City of Rogue River and the Rogue River School District have repeatedly requested improvement of this portion of road.

D. General Description of Project:

Grading, storm drainage, curb and gutter, sidewalks, surfacing and asphaltic concrete pavement. Project involves total reconstruction of an existing substandard street to present day standards.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 3' ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. n/a ; Parking 8'

Traffic: Existing Facility: Existing ADT 5,500 ; Projected ADT 9,350 ; Yr. 1998

Existing Level of Service Probably "A"

Proposed Facility: Projected ADT 9,350 (20 yr. proj) ; Yr. 1998

Projected Level of Service "C" or "B"

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 40
Yes, No

Acres 0.35 ; Type of Relocation Req. None ; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Earthwork is expected to be nearly balanced. Manufactured materials will be supplied from commercial sources.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

n/a

Local City, County or COG priorities of project:

This project has #1 priority in the County F.A.S. Road Program and is of major importance to the City of Rogue River.

FHWA and/or OSHD approvals given, if any:

None to date - first application.

Location or Design Alternatives (identify and describe):

Location is limited to present alignment. Design alternatives are limited to widths of roadbed section.

Other Descriptive Information or Comments:

Pine Street is generally a narrow, substandard street with gravel shoulders and poor drainage. The proposed project should enhance the appeal of the immediate area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This section of Pine Street is urban in character with a mixture of commercial, office and residential structures of various ages and design. The project area does not contain any special or unique habitats which will be altered or affected by the project. There are no major drainage courses in the area and surface runoff is not a significant problem. The environmental impact of this project is minimal.

2. Cultural:

Pine Street is a major, north-south arterial street through the City of Rogue River. The section between Foothills Blvd. and First Street is 100% developed with commercial and office buildings. The section between First Street and Third Street is developed on both sides with the Rogue River Elementary School facilities. A pedestrian signal is located in this section. The remaining section between Third Street and the north city limits is mostly residential in nature. Little immediate change is expected as a result of the proposed construction.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Some trees and shrubs will be removed; lawn areas reduced. Property required from school may include a portion of a tennis court, whose delapidated condition negates its significance for public recreation. School officials have plans to relocate the court whether or not this project is constructed.

2. Estimated Impact on Traffic Patterns:

Pine Street is already a major arterial street, but an increase in traffic volume may occur because of this improvement.

Consequences--Air Quality, Noise, Safety, etc.:

The smoother flow of traffic will result in better air quality but higher noise levels. The construction of sidewalks will improve safety for pedestrians. The provision for paved parking should improve air quality and reduce dust.

3. Estimated Impact on Land Use:

This area is slowly changing from residential to commercial and business and this trend is expected to continue. Little if any change can be attributed to the proposed project and the impact on land use is considered minimal.

Consequences:

The existing land uses will generally benefit from the proposed construction.

4. Expected Impact on Natural Ecological Resources:

Some trees and ornamental shrubs will be removed. Some of the trees affected have been severly pruned to accommodate power lines.

Consequences:

A reduction in roadside vegetation is expected. Drainage will be improved.

5. Expected Impact on Cultural and Scenic Resources:

Again, some large trees will be removed. Also, some relocation of fences and yard improvements will be required. Overall, the general appearance of the area will improve as a direct result of the construction.

Consequences:

Minor.

6. Preliminary Identification of Areas of Critical Concern:

School property between First Street and Third Street.

7. Potential for Controversial Issues:

Removal of trees and shrubs and decrease in "set-back."

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Dust and air pollution will be reduced.

b. Noise Standards
Traffic noise may increase due to this improvement. Construction noise constraints are advisable. A noise study report will be prepared.

c. Water Quality Standards

n/a

d. Area Land Use and Transportation Plans, and Zoning
Completion of this project may encourage a more compact and contiguous urban form, which is generally considered to be efficient in terms of providing urban services and transportation systems to the population.

C. Recommended Type of Action and Documentation:

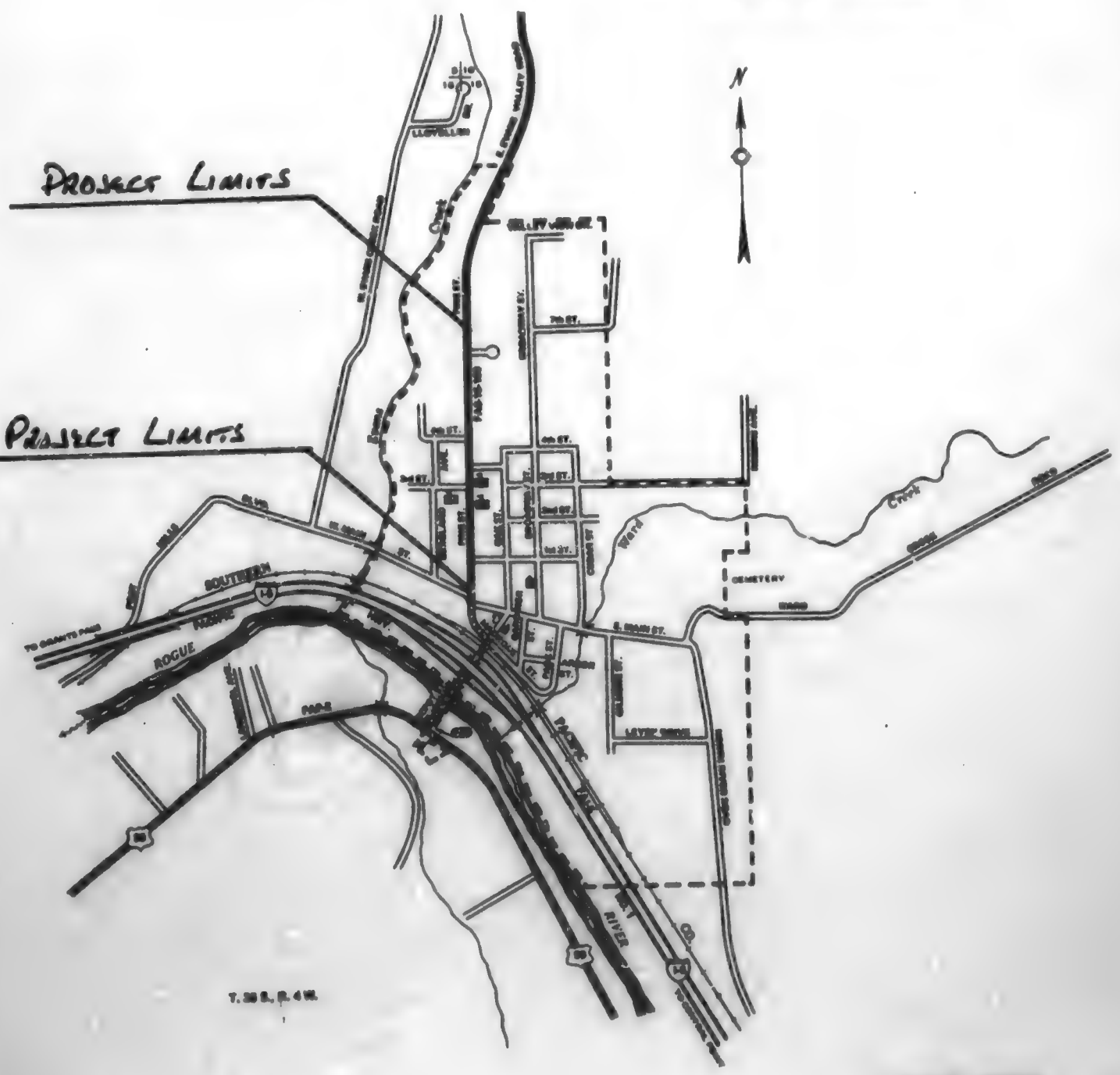
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	___ ASSESSMENT ONLY
___ Section 4(f)	_X_ Section 4(f) (potential)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project requires only a small amount of right-of-way with negligible effects resulting. Project would not result in significant impacts on land use or trip generation. Potential noise impacts on adjacent property may adverse, but not significant whether section 4(f) property is involved will be determined during preliminary engineering.

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4

PINE STREET
ROGUE RIVER



ROGUE RIVER
JACKSON COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised Oct. 1970

8915

2-16-79

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3,4	Plan

STAT

DEPARTMENT

STATE H

PLANS

ROGUE

5

66,700
-56,600
10,100 - Under

2.3 blocks

Est. - 63,600
- PE - 7,000
Est Constr - 56,600 = 13 blocks
@ 4,400 / block

Sketch

Scale 0

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

ROGUE RIVER SECTION

5 CITY STREETS

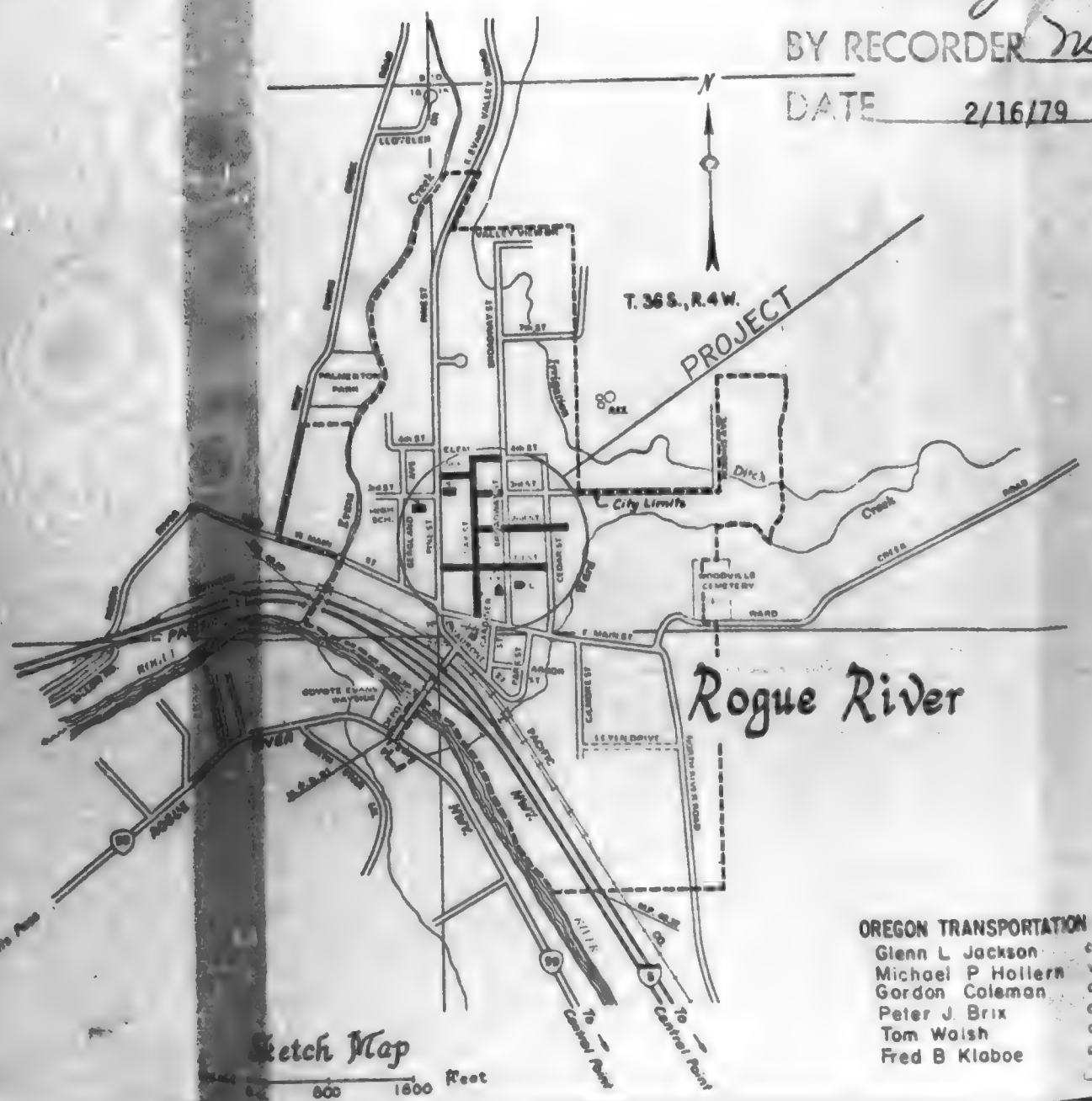
JACKSON COUNTY

ROGUE RIVER SECTION 5 CITY STREETS JACKSON COUNTY			
FED ROAD D. No	STATE	PROJECT NUMBER	
10	OREGON		

OS

PRELIMINARY COPY
FEB 9 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED
CITY OF Rogue River
BY MAYOR James A. Hea
BY RECORDER Madeline Dow
DATE 2/16/79



PRELIMINARY CO
SUBJECT TO CHANG

REGISTERED PROFESSIONAL ENGINEER
OREGON
OCT. 20, 1969
H. S. COULTER

H S Coulter — STATE HIGHWAY

E. S. Hunter — ASSISTANT STATE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANS
FEDERAL HIGHWAY AD
APPROVED:
DISTRICT ENGINEER

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

RIVER SECTION

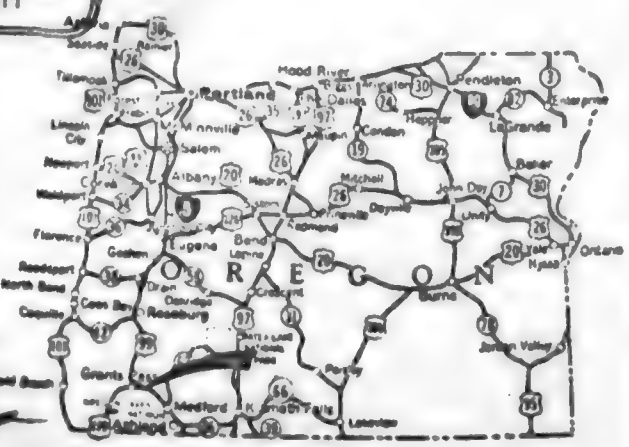
CITY STREETS

ACKSON COUNTY

ROGUE RIVER SECTION 5 CITY STREETS JACKSON COUNTY				SHEET No 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OS

PRELIMINARY COPY
FEB 9 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

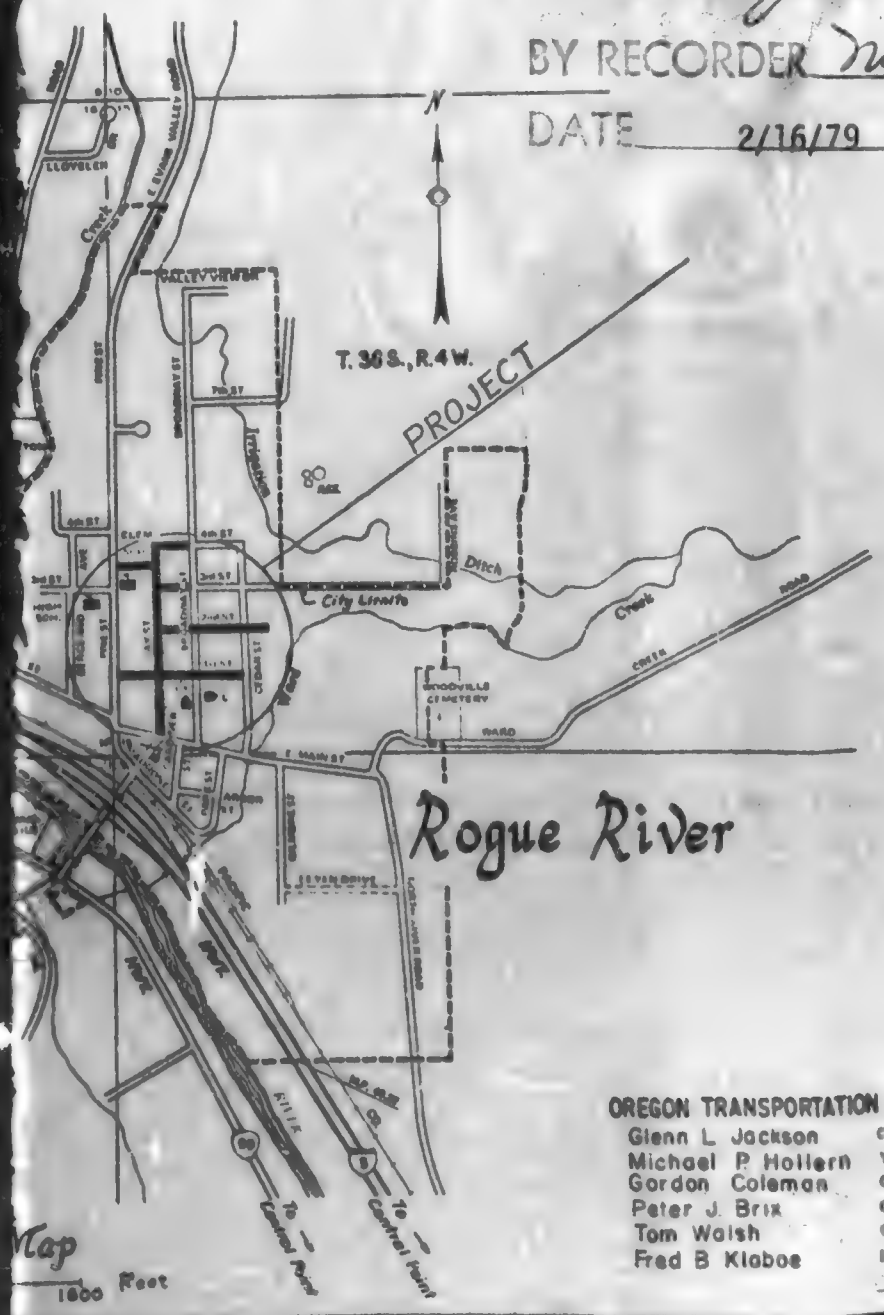


APPROVED
CITY OF Rogue River

BY MAYOR James A. Tlee

BY RECORDER Madeline Dean

DATE 2/16/79



PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT 20, 1960 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 12, 1960 — E. S. HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
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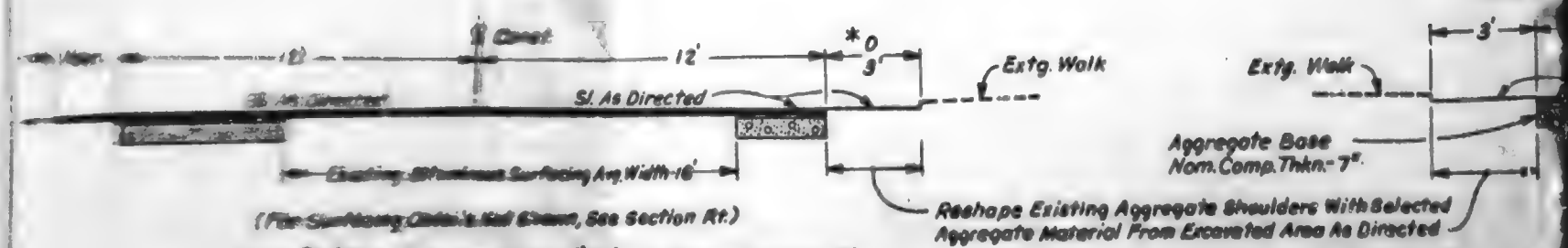
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

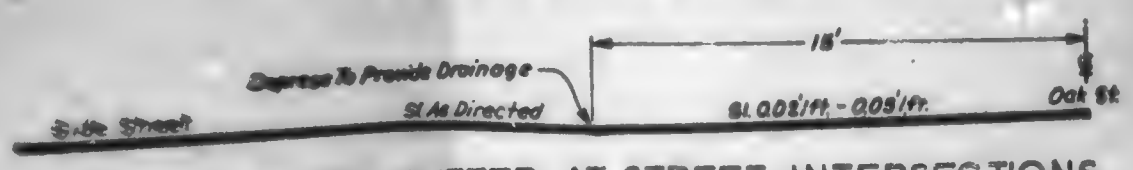
DISTRICT ENGINEER — DATE

TYPICAL SEC



STA. "F" 5+00 To STA. "F" 7+84 (4th. ST.)
"T" 1+76 To "T" 5+00 (3rd. ST.)

STA. "O" 20+34 To STA "O" 25+25 (Oak ST.)

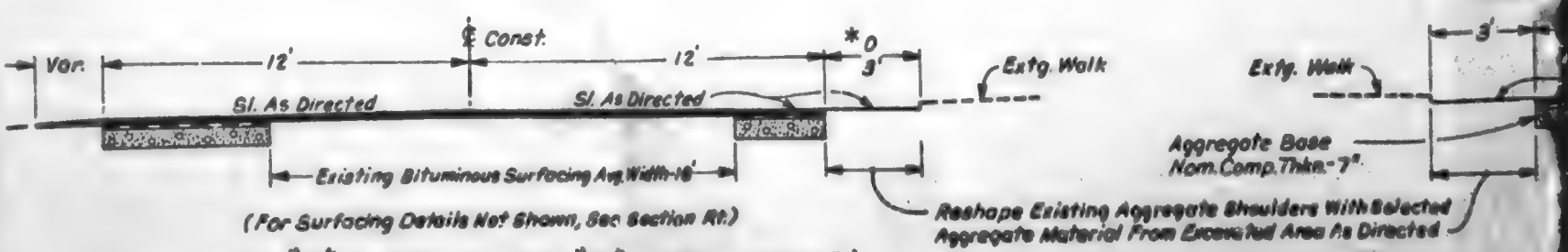


PAVED VALLEY GUTTER AT STREET INTERSECTIONS

FIRST ST. "O" 20+34.53
SECOND ST. "O" 16+55.14
THIRD ST. "O" 3+39.53

No R/W Map

T Y P I C A L S E C

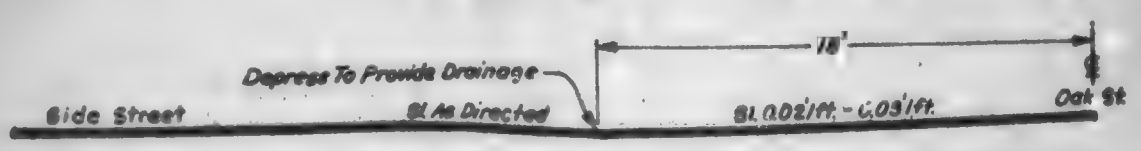


(For Surfacing Details Not Shown, See Section Rt.)

STA. "F" 5+00 To STA. "F" 7+84 (4th. ST.)
*"T" 1+76 To "T" 5+00 (3rd. ST.)

(For Surfacing Details Not Shown, See Section Above Right)

STA. "O" 20+34 To STA "O" 25+25 (Oak ST)



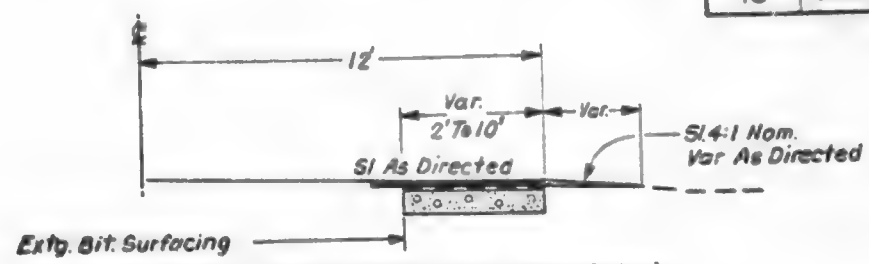
PAVED VALLEY GUTTER AT STREET INTERSECTIONS

FIRST ST. "O" 20+34.53
SECOND ST. "O" 16+55.14
THIRD ST. "O" 3+39.53

Eriksen, Singer, Butts

S E C T I O N S

ROGUE RIVER SECTION 5 CITY STREETS JACKSON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



(For Surfacing Details Not Shown, See Section Below)

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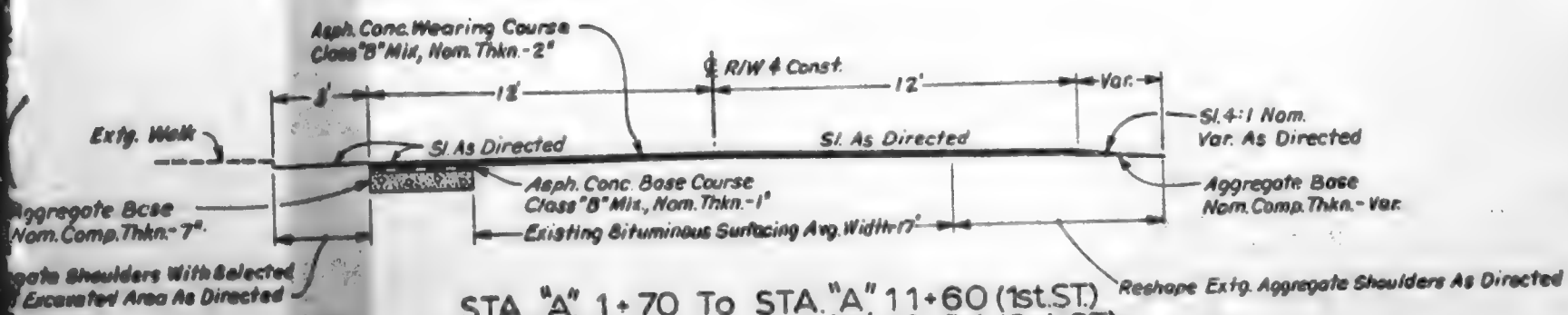
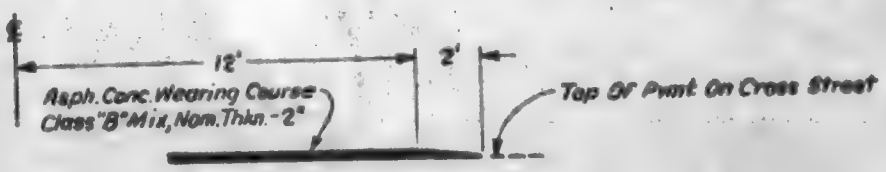
"S" 5+00 To "S" 13+90
"T" 5+00 To "T" 7+86



STA. "A" 1+70 To STA. "A" 11+60 (1st. ST.)
"O" 10+00 To "O" 20+34 (Oak ST.)
"S" 5+00 To "S" 14+75 (2nd ST.)
"T" 5+00 To "T" 7+86 (3rd ST.)



STREET INTERSECTION PAVING DETAIL

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

S U M M A R Y

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		L.S.	All		
	Gen Exc.		C.Y.	440		
	Aggregate Base		C.Y.	580		
	Class 'B' Asph Concrete		Tons	1900		

8915

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 22, 1979

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Project Downscope
1st, 2nd, 3rd, 4th, and Oak Sts.
Rogue River
Jackson County

A meeting was held Wednesday, January 11, 1979, in the region Highway office in Roseburg to discuss various means of downscoping the subject project to bring it within the funding capabilities of the City of Rogue River. Those in attendance at this meeting were Jim Gix, Ron Busey, Jack Ayres, and Tony Suttora of the City of Rogue River.

We reviewed the plans and the cost estimate and came up with the following items to reduce the project cost:

1. The city indicated that they would take care of the traffic control items, temporary sign and barricades, flagmen, etc. for a savings of $8403 shown in the estimate. Tony Suttora indicated that streets could be closed temporarily if required.

2. A 24 foot roadway section was adopted for streets within the project. This would be one 12 foot lane in each direction. Existing pot holes would be patched and 2½ inches of commercial mix asphaltic concrete would comprise the typical street section.

3. Excavation and re-basing would be done as shown on the plans in areas where the lane widths are less than the 12 feet desired. No re-basing would be required outside of 12 feet from centerline.

4. Crushed aggregate base would be placed in the remaining parking area lying outside of the 12 foot lane to the existing curb or shoulder.

5. Approach work would be included in the surfacing costs.

These modifications to this off system will result in a cost reduction of some $35,700 - down from $106,000 to $70,335. The city is in concurrence with these modifications and suggested several of them.

I talked to Tom Lowe, FHWA, later and he saw no problem with the above proposal.

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LCE ☒ FAE ☐ CPE ☐
JAN 22 1979

JA/cp

cc: D.H. Moehring
Duane Christensen
Ron Busey
Tony Suttora - Rogue River

8915 ○ ○Rogue Rwer

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No.: PRO 6

January 15, 1979

Mr. James R. Iles, Mayor
City of Rogue River
P.O. Box "Q"
Rogue River, OR 97537

Dear Mr. Iles:

This will acknowledge receipt of suggestions submitted by you and Mr. Earl Bacon regarding questions relative to the 1st, 2nd, 3rd, and 4th Street Rogue River Off-System project.

By copy of this letter I am forwarding these questions and recommendations to our Engineering Section in Salem to get the project cost within the funding capabilities. Perhaps the plans can be somewhat downscoped to reflect the City's desires.

We will do what we can to achieve the best overall project and still remain within your funding capabilities.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring
Duane Christensen
George Thornton
Ron Busey

REFERRED TO

Beard Steudenmayer
Cole Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Vernieg
2 Christensen Doc
George
Olsen
Terpin
Sullivan
Boen
Anderson

RECEIVED
JAN 16 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Form 734-5122

1-17-79
Jack Ayres has set up a meeting for today Jan 17 with Mr Iles, Busey and Tom Lowe to discuss this project. Doc

City of Rogue River
P. O. Box Q
Rogue River, Oregon 97537
(503) 582-3482

"HOME OF THE ROOSTER CROW"

January 11, 1979

Jack Ayres
Oregon State Highway Division
Region 3 PO Box 1128
Roseburg, Oregon 97470

Dear Jack,

In conjunction with City staff personnel I have reviewed the cost estimates and preliminary plans for street improvement proposed by the 75,000 SOS grant and I find serious problems as follows:

1) The preliminary plans show excavation, new base, leveling and surfacing abutting existing sidewalks. I feel that this is unnecessary in that the area is not a portion of the load bearing section of streets, places new bed next to old and is a significant expense of the project, particularly in respect to aggregate cost of $17.00 per yard when the local cost is approximately $6.00 per yard.

2) The cost estimates for approaches is not required to the best of our knowledge as we do not see the necessity for them because of existing approaches.

3) The cost estimate for; a) temporary protection and traffic control; b) temporary signs; c) temporary barricades; and d) flagmen are services that could be provided by City forces.

The City desires that the streets contained in the application be bladed, plugged, and overlayed with 2½" A/C to widths that will provide two (2) twelve foot travel lanes per street with A/C abutting existing sidewalks to function as curbs.

We have been estimated out of the intended project. Your assistance in acheiving the most street resurfacing for the available dollar will be appreciated.

Sincerely,

James R. Iles

James R. Iles

Mayor

8915

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 11, 1979

FILE:

FROM: J. H. Versteeg
Engineering

SUBJECT: Project Development
Off-System Projects

TO: Frank E. Terpin
Location Engineer

Final Design is presently processing four Off-System projects for contracting where scope of project and funding are not compatible. These are as listed:

PROJECT	PROJECT PREPARATION BY	EST.	AVAILABLE FUNDS
Kingwood St. & 10th St. (Florence)	Consultant	$144,000	$95,000
Schumacker St. & Hussey Ave. (Cave Junction)	Consultant	$110,000	$75,000
1st, 2nd, 3rd, 4th & Oak Sts. (Rogue River)	ODOT	$107,000	$78,500
Enterprise (W. Second St.)	ODOT	$132,000	$91,000

Discussed at Jan. mgrs. -

10% SEP?

The first two projects have been returned to Region. The consultant and Local Government Unit are in the process of reducing the scope of the project to fit within available funds. We are presently awaiting word on the third and fourth projects from the Regions as to where the Cities want to cut.

Projects located in the field must be within the local government's funding capability if we are to keep engineering costs at a reasonable level. Engineering costs can bite heavily into the available funds to construct the project if not closely watched on small projects.

The locating engineer or liaison engineer must be knowledgeable of the local government's funding capability, the scope of the project, and the project estimate and must keep these items in line throughout the location phase and design phase if done by a consultant.

Projects should not be forwarded from the Regions to Salem until scope and funding of project are compatible. (Consultants need to prepare an estimate and submit it to Region along with the plans for review.)

It would also be desirable to have along with the submittal of field data (on ODOT developed projects) an indication where we should downscope a project to bring it within fundable limits if needed.

The above has been discussed with Mr. Wimer and he is in the process of alerting our Federal Aid Engineers of this problem area. Any assistance you can generate from the Location Engineer's point of view would be appreciated.

DOC:ab
cc: D. H. Moehring
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz
R. T. Ewen
Gerald Wimer

PROJECT MANAGEMENT
FILE [ ] CCE [ ]
LOC [✓] FAE [ ]
JAN 11 1979
N RP M
FAA Reynoldson File: PM FA OP
Are the indicated "available Funds" correct? Consider PE charges @ 100% city funds

8915

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 27, 1978

FROM: Fred Eriksen
Design Engineering Supervisor

TO: MEMO TO THE FILES

SUBJECT: 1st, 2nd, 3rd, 4th & Oak Streets
Rogue River City Streets
Jackson County

The project is an overlay and widening of thirteen blocks of city streets. Drainage and adjustments required on the project were to be performed by the City.

We routinely requested that the Cost Section review the project work and unit prices. The cost of the proposed work including engineering and contingencies is $106,000. the maximum money available for preliminary and construction engineering and the contract is $78,500 according to City-County Relations.

64,500 city
14,000
78,500

I contacted Ron Busey and informed him of the estimated cost and the available funds and asked how we should reduce the project. It appeared that reducing the project length by about 1,000 feet (or about 3 blocks) would bring the cost within the funding limit.

Does city understand matching funds - Resident will make sure they understand

Ron Busey has contacted the City and informed them of the cost problem and asked where to make the reduction. The City indicated they will have a change in officials January 1, 1979, and they would prefer to have the new officials make the decision. I told Ron if we could have the City's decision by the end of the first week in January, we could still make the March 29th letting.

FE:ab
cc: D. H. Moehring
Alfred Shirley, Jr.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPE ☐
NOV 27 1978
File: PM FA
TAR LG OP

8915

10-6-78

SECTION: Various City Streets (Rogue River)
HIGHWAY: City Streets
COUNTY: Jackson
PREFIX: 315-1959
RES. ENG. Ron Busey

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is a safer of roads street paving project on several city streets in Rogue River. The project includes minor grading, base and shoulder aggregates, and paving.
The project limits are as follows:

Oak Street - 4th to Main St.	1,554 ft.
4th Street - Oak St to Broadway St.	300 ft.
3rd Street - Pine Street to Broadway St.	640 ft.
2nd Street - Oak St. to City Limits	974 ft.
1st Street - Pine St to Cedar St.	1,015 ft.
TOTAL LENGTH OF PROJECT (.85 mi)	4,483 ft.

These will be two lane streets located in a predominately residential area.

No data is available on traffic counts for these side streets. The count is low however. Also a City ordance prohibits trucks except by special permit.

TYPICAL SECTION: The existing streets average about 20 feet + or - in width. There are new 4 foot sidewalks without curbs on one side of each street.
The new typical provides for 2 12 foot lanes. The side the sidewalks are located on will be paved to the edge of the sidewalk. This total distance from centerline is 15 feet.
We are providing for a 2 inch face on the sidewalk. The total depth of the sidewalks are about 3½ inches.

The surfacing depths are as follows:

Over existing pavement	2 inches class "B" A. C.
Over widened areas	3 inches class "B" A. C.

We are providing a additional allowance of ½ inch for patching and leveling.

The city wishes to just overlay the existing pavement. The streets, although rough, seem to be solid with no noticeable soft areas.
However in order to widen to the 24 foot section I felt we should put in some base aggregates in areas where no visible base exists.

Also if we just paved 12 feet on the sidewalk side it would leave a 3 foot gap which is just dirt in most areas. I felt we should pave up to the walks. Since there are no curbs and the depth of the walks are only 3½ inches we can only provide for a 2 inch exposure to provide for drainage.

The 7 inches of aggregates and 3 inches of A.C. are similiar to a previous project on Broadway Street constructed in this same area in 1976.

I feel that the ½ inch allowance for patching and leveling will be sufficient.

I have discussed this typical section with Tom Lowe, FHWA area engineer. He has approved the proposed typical section including the 2 inch exposure on the sidewalk. This typical also meets with the approval of the region construction engineer, Jim Gix.

MATERIALS: There will be about 511 cubic yards of excavation. This material is to be disposed of by the contractor.

All aggregates will come from local commercial sources. Grants Pass would be the nearest source.

RIGHT OF WAY: No additional right of way is required.

DRAINAGE: The city will provide any drainage work required such as pipes and inlets. This will be done prior to or during construction as appropriate.

A drainage map accompanys the location which shows where the water must go. The side streets will be sagged at some of the intersections to allow water to flow as it does now. In one spot a pipe will be required which the city said they would take care of.

UTILITIES: We do not anticipate any conflict with underground utilities as our maximum excavation is 8 inches.

The city will provide for adjustment of manholes, gas valves and so on.

There are no conflicts with overhead facilities.

TEMP. PROT. & DIR. OF TRAFFIC: We have discussed this with the city and they are agreeable to closing the streets to through traffic during construction.
Some flagging will be required at intersections when making connections. This is provided for on the bid.

The city will provide the barricades. They also said they would provide the temporary signs if we have trouble staying within their allocated $75,000. According to our estimate this will not be necessary and so we have included the temporary signing in the contract.

The city is trying to accomplish as much repaving of streets as possible with the $75,000 allocated. They are willing to perform some of the incidental work with their own forces to stretch the funds to the project planned.

I have reviewed the project with them and they are happy with the project as presented. They asked if it becomes apparent that the money will not build the area indicated to get in contact with them about shortening the project.

8915

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

9-18-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. OE 2015
Project Name 1st, 2nd, 3rd, 4th and Oak Streets (Rogue River) 2015
City Streets, Jackson Co. E-F-Sidewalks

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

(XX) ☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Rogue River, Oregon, this 18 day of Sept, 1978

City of Rogue River

Certified By:

Richard Wilson
for Regional Right-of-Way Supervisor
Date 10-4-78

Mayor

Madeline Deane
City Recorder

Instructions: Complete A or B and C.
R/W File No.

8915

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

TO: MEMO TO FILES

DATE: July 14, 1978

FROM: R. H. Prange
Local Projects Supervisor

SUBJECT: Revise Project Limits
1st, 2nd, 3rd, 4th and Oak Streets
City of Rogue River
SOS-1501(1)
Agreement #6405

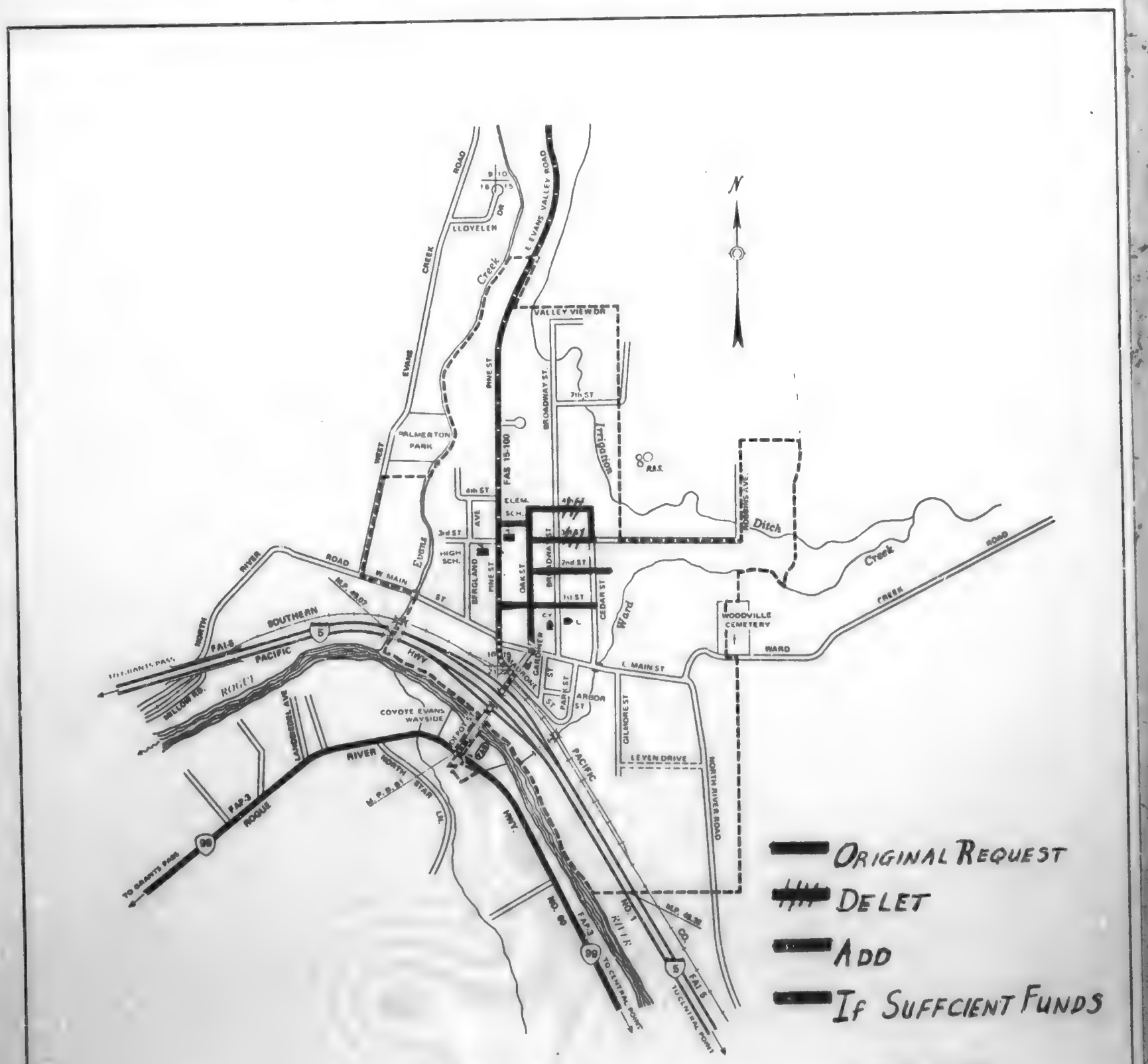
The City of Rogue River has requested a change in their subject project. They wish to eliminate the portion of 3rd and 4th Streets between Broadway and Cedar Streets, and add 3rd Street between Pine Street and Oak Street.

They also wish to add approximately one block of 2nd Street east of Cedar Street; then add the block of Cedar Street between 3rd and 4th, in case there are sufficient funds remaining.

These changes are within the limits established in the agreement with AOC and LOC.

RHP/a
cc C. W. Head
D. E. Swan
Jim Kinns
C. T. Keasey
F. E. Terpin
D. O. Christensen
Roger Trygstad
Jack Sullivan
Pete Carstensen
B. L. Gifford
FHWA
Gary Potter
Jack Ayers

61-125-1367



ROGUE RIVER

JACKSON COUNTY, OREGON

T 38 S R 4 W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAIR)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 865

Scale in Feet

Revised December 1974

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mayor Royal B. DeLand
City of Rogue River
City Hall
Rogue River, OR 97537

July 10, 1978

Dear Mayor DeLand:

This will acknowledge receipt of your letter request for a project change on the reconstruction of 1st, 2nd, 3rd, 4th and Oak Streets, Project No. SOS-1501(1), in the City of Rogue River and the corresponding map indicating the desired deletions and additions.

The changes and reasoning appear sound and by copy of this letter I am forwarding your request and the map to the Project Management Section in Salem for documentation.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cd
cc: D.H. Moehring ✓
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME CCE
LGE FAE OM
JUL 17 1978

TAA Reynoldson LG
Approval — formally notify all involved including Region, Potter, Design & TOC

City of Rogue River
P. O. Box Q
Rogue River, Oregon 97537
(503) 582-3482

"HOME OF THE ROOSTER CROW"

June 30, 1978

A. Shirley - Reginal Engineer
Department of Transportation
Roseburg, Oregon 97470

RE: $75,000.00 off-street Federal Aid Program

Dear Bud,

Enclosed is a map showing a change to the contract #6405 between the City of Rogue River and the State Highway Department, ($75,000.00 off-street Federal Aid Program.)

A portion of Third Street has been completed by the City and a portion of Fourth Street is under a contract agreement with a developer to be completed. We are adding a portion of Second and Third Streets which are contiguous and were left out of the original request. The portions of Cedar Street added is only if funds are available.

Thanks for your consideration.

Sincerely,

Royal B. DeLand
Mayor

RBD/jb

ROSEBURG REGION
RECEIVED
JUL - 3 1978

8915

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*07300-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Rogue River
City Council
City Hall
Rogue River, Oregon 97537

Attention of

Request No. (assigned by staff engineer or head of section) CC1849

Date July 13, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance Deposit $980.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$200.00	
		To be transferred to State Hwy. funds for the PE of the 1st, 2nd, 3rd, 4th, and Oak Streets in Rogue River OFF SYSTEM Project. SOS-1501(1)		$780.00
		(AD 436)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 980.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
315-1959

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8915

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Rogue River
City Council
City Hall
Rogue River, OR 97537

Attention of Madeline Dean
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1845

Date June 30, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $980.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$200.00	
		To be transferred to State Highway Funds for P.E. for the 1st, 2nd, 3rd, 4th, and Oak Streets Off-System Project SOS-1501(1). Covered by agreement #6405 see AD 436		$780.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 980.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

315-1959-295

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:

Regional Engineer

Approved: I. W. Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

5915

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

June 22, 1978

Mayor Royal B. DeLand
City of Rogue River
City Hall
Rogue River, OR 97537

Dear Mayor DeLand:

This will acknowledge receipt of Check No. 6452 in the amount of $9,520.00 for advance deposit on the construction portion of your SOS-1501(1) project for 1st, 2nd, 3rd, 4th and Oak Streets in the City of Rogue River.

By a copy of this letter I am forwarding this check to Project Management Section, Salem, for further processing.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Jack Ayres

By JACK AYRES
Acting Regional Federal-Aid Engineer

JA/cao
cc: D.H. Moehring

George Thornton
Ronald Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 23 1978
TAA Bruce File: PM FA LG OP

8915

Date: May 23, 1978

City of Rogue River
City Hall
Rogue River, OR 97537

Attn: Honorable Royal DeLand
Mayor

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the 1st, 2nd, 3rd, 4th, and Oak Streets, Section, Rogue River, 30S-1501(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$ 7,000.00
Federal Funds	6,040.00
Balance	$ 960.00
Local Share:	$ 960.00

Rec'd 4/19/78 Told Jack Ayers to

Please make your check in the amount of $960.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

A.W. Miner
Local Government Manager

bc w/AD#___: Vern Skoog - Please return completed AD# 436 when check is received.
Region 3 Federal Aid Engineer Jack Ayers

8915

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

5-12-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-1501(1)

STATE PROJECT NO.
See below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
80278

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
5-12-78	5-12-78	Non Federal-aid / City Street

GENERAL LOCATION:
"1st, 2nd, 3rd, 4th & Oak Streets (Rogue River) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, grade, drain, and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility preparatory work
TEC NTE $7,000
FF $3,960
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's May 5, 1978 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $107,000 - Federal funds $60,540 - in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

Swan 5-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-78	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8915

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 5, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80278
Project No. SOS-1501(1)
1st, 2nd, 3rd, 4th, & Oak Sts. (Rogue River) Sec.
Jackson County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $7,000 with an obligation of $3,960 in federal funds.

2) Authorization for construction at an estimated total cost of $107,000 with an obligation of $60,540 in federal funds.

CL:tmw

Enc.

cc: A. Shirley (Region 3)
H. Reynoldson

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-5-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-5-78

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City Sts,, Various City Sts. (Rogue River)	ADT	DHV 100 1000	N/A	98	10	Oregon	41	680	80278

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
; H.T. Pave								SOS-	1501	(1)		

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Safer Off System Roads	Jackson	029	1 OR 2
---	ROUTE NO. N / FEDERAL-AID NON / STATE City St. / U.S.		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"1st, 2nd, 3rd, 4th & Oak Sts. (Rogue River) Section"	0.72	7,000	3,960	-	3,040 (City)	ROW-40' normal; Access Control-none; Parking Restrictions-complete.
ROW								
CONST (CODE) Topics 6201			0.72	107,000	60,540		46,460 (City)	
PROJECT TOTALS			0.72	114,000	64,500	-	49,500 (City)	

D BY CL

APPROVAL DATES March 8, 1978

REMARKS

- over -

USCOMM DUSCOMM-DC 48093-P61

1st, 2nd, 3rd, 4th & Oak Sts. (Rogue River) Section
Project No. SOS-1501(1)

Existing Facility: 16-foot oil surface roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including preliminary engineering by utility forces.

2) Widen existing facility to provide for a 24-foot roadway which work consists of grade, drain and high type pave and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 20, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8915

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 20, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No SOS-1501(-)
PROJECT ASSESSMENT
Upgrading of City Streets
1st Through 4th & Oak Streets
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with Mr. Moehring's December 28, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L.Green

cc:
ODOT (Mr Moehring, Mgr, Proj Mgmt)
OSHD (Reg 3 Environmentalist)

3/24/78

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
Alfred Shirley, Jr.
C. T. Thornton
Elliott Parker
Eb Engelman
Gerald Wim...
Ben Gifford

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☑ OPE ☐
MAR 23 1978
IAA ____ File: PM FA
LG OP

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT
NON-MAJOR
SOS-1501(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Upgrading of City Streets 1st,2nd,3rd,4th&Oak Sts.

Section _____ Date February 25, 1976

County Jackson Unit (if appl) NA

Highway NA City of Rogue River

Termini: M.P.(if appl) NA State Hwy. No. NA

Region (3) Three Length 3,800 linear ft.

Construction Estimate $114,000.00
Program Amount

B. Purpose of Project: To upgrade and reconstruct serious and hazardous road conditions in city, and reduce maintenance of road system seriously undermined and create a surface both comfortable and eyesore-free. To improve pedestrian flow as well as vehicular. To curb, gutter and sidewalk same.

C. Origin & History of Project: The existing roads consist of a 16-ft. wide oil-mat application which has deteriorated beyond repair, placed in a 40-ft. right of way. Sidewalks, curbs, and gutters are non-existent.

City ok'd - Jack Ayers

D. General Description of Project: The existing project consists of a 16'oil mat application, deteriorated beyond repair in a 40'right of way. Sidewalks, curbs and gutters are non-existent. A proposed 24' street section to receive an asphalt leveling course: First Street=850'; Second Street = 550', Third Street = 550'; Fourth Street = 550'; Oak Street = 1,300'; concrete driveways, sidewalks, curbs, gutters, and storm drains and catch basins.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs. yes; Parking yes

Proposed: No. Lanes 2; Med. No; Shldrs. No; Parking NO

Traffic: Existing Facility: Existing ADT [illegible]; Projected ADT [illegible]; Yr. [illegible]

Existing Level of Service _____

Proposed Facility: Projected ADT Unknown; Yr. Unknown

Projected Level of Service Unknown

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any:

Not Applicable

Local City, County or COG priorities of project:
First Street
Fourth Street
Second Street
Third Street
Oak Street

FHWA and/or OSHD approvals given, if any:

Being Processed

Location or Design Alternatives (identify and describe):

Relocation or design alternatives not practical

Other Descriptive Information or Comments:

(Attach project sketch map.) Attached

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The existing roads proposed for reconstruction are located in the northern section of town. The terrain is flat and is in a four-block residential area abutting the business section. This area is built with single family dwellings and landscaped with oak and pine trees. Vegetation consists of grassed yards and shubbery abutting the proposed road sites. The soil is loosely compacted and consists of extreme mulch and decomposed granite causing a muddy mire on the shoulders. Runoff is nil or non-existent due to flat graded and worn roadbeds. The surrounding land or area is equally flat and causes water to stand rather than run off, due to a lack of drainage facilities.

2. Cultural:

The roads are located in the older part of the city near the business district, the library, multiple-purpose center, and City Hall. The city has a large percentage of senior citizens (60%) living in this section, and two in the past three years have been struck by vehicles while walking on the roads.

The proposed road improvements are located in R - 1 and R - 2 zoning for single and multiple dwellings. Abutting land use is the same zoning requirements. The utilities serving these proposed areas are water, gas, currently underground. Telephone poles and lines are in use in this section of town. The accessibility of this area is dependent on Oak Street, (a proposed improvement street) and Pine Street. Both streets carry a bulk of the traffic to and from the proposed site. Noise is compatible to the area. Air quality is of a non-pollutant consistency and odor-free quality. Four churches, City Hall, a library, multiple-service center, and a grammar school are located in this immediate area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

NA. No new right of way required.

2. Estimated Impact on Traffic Patterns:

Will permit more efficient control of vehicles, regulate traffic speed and expedite travel through and around city.

Consequences--Air Quality, Noise, Safety, etc.:
Will reduce dust, noise of impeded traffic (starting & stopping), lessen safety hazard of vehicles swerving to miss chuckholes and lessen pedestrian casualties.

3. Estimated Impact on Land Use:

Unchanged.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

No impacts anticipated

Consequences:

Unchanged

5. Expected Impact on Cultural and Scenic Resources:

Provide easier access to library, schools, etc. Will make roadway more pleasing, aesthetically.

Consequences:

Improve appearance -- eliminate barren and weedy right of way.

6. Preliminary Identification of Areas of Critical Concern:

All five streets are of critical concern as to adequate drainage being installed to handle run-off. Curbs and sidewalks are a necessity to alleviate foot or pedestrian travel. Graded surfaces of road patterns, to handle a projected 1/3 increase influx of traffic in this area.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No existing problem

b. Noise Standards

No existing problem

c. Water Quality Standards

Not applicable

d. Area Land Use and Transportation Plans, and Zoning

Area is in the residential section of the older part of town. Transportation Plans: No bus service planned, but will improve driving and walking conditions.

ZONE: R - 1 - 6

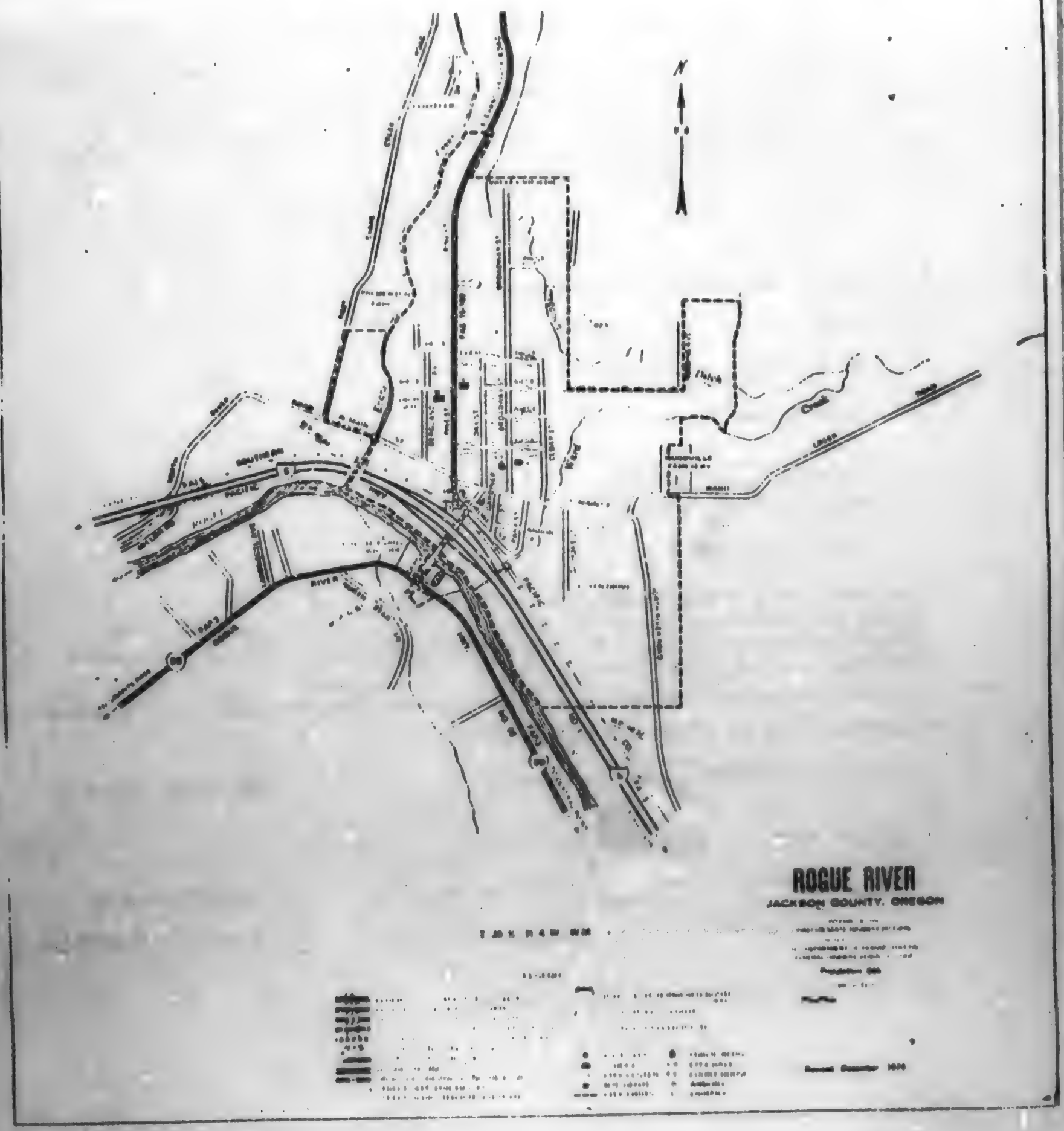
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4



GRANT AREA

Streets

Curbs & sidewalks

8915

February 2, 1978

City of Rogue River
City Hall
Rogue River, OR 97537

Attention: Madeline Dean
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6406

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning a Safer Off-System Roads Project to construct various city streets in Rogue River.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

ddm
Attachment

bc Don Harwell (Agreement attached)

8915 16 5

Form E-39 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Rogue River (Various City Sts.) Date December 19, 19 77

Highway City Streets (off-System) Authorization No. 1

County Jackson Survey Prefix 315-1959
(Assigned by Salem office)

Description of termini, route, length, etc.:

First Street between Pine and Cedar - 850'
Second Street between Oak and Cedar - 550'
Third Street between Oak and Cedar - 550'
Fourth Street between Oak and Cedar - 550'
Oak Street between Main and Fourth - 1,300'

Purpose of survey: To prepare plans, specifications and estimates for a contract project to upgrade deteriorated city streets.

SOS-1501(1)
5-12-78

Estimate of cost:

Field	901	4,000
Plans	905	1,500
Soils	910	1,000
Utility	914	100
Specifications	921	400

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

Ronald Busey
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Popin
Location Engineer

Approved:

Ed Hunter
Tech. Serv. Engr. Assistant State Highway Engineer

SP*23694-734

Bp

8915

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

FISCAL YEAR 1978 SOS-R ALLOCATION
DECEMBER 1977

Oregon's Fiscal Year 1978 SOS-R Apportionment — $3,652,374

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts and Indian Reservations, is based on Percentage of Off-System Road Mileage.

GROUP I -- URBANIZED AREAS		$ 511,332
14% of Total Off-System Road Mileage		71,587
SALEM	14%	97,153
EUGENE	19%	342,592
PORTLAND	67%	
GROUP II -- CITIES UNDER 50,000 POPULATION		$ 511,332
14% of Total Off-System Road Mileage		
GROUP III -- COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS		$2,629,710
72% of Total Off-System Road Mileage		

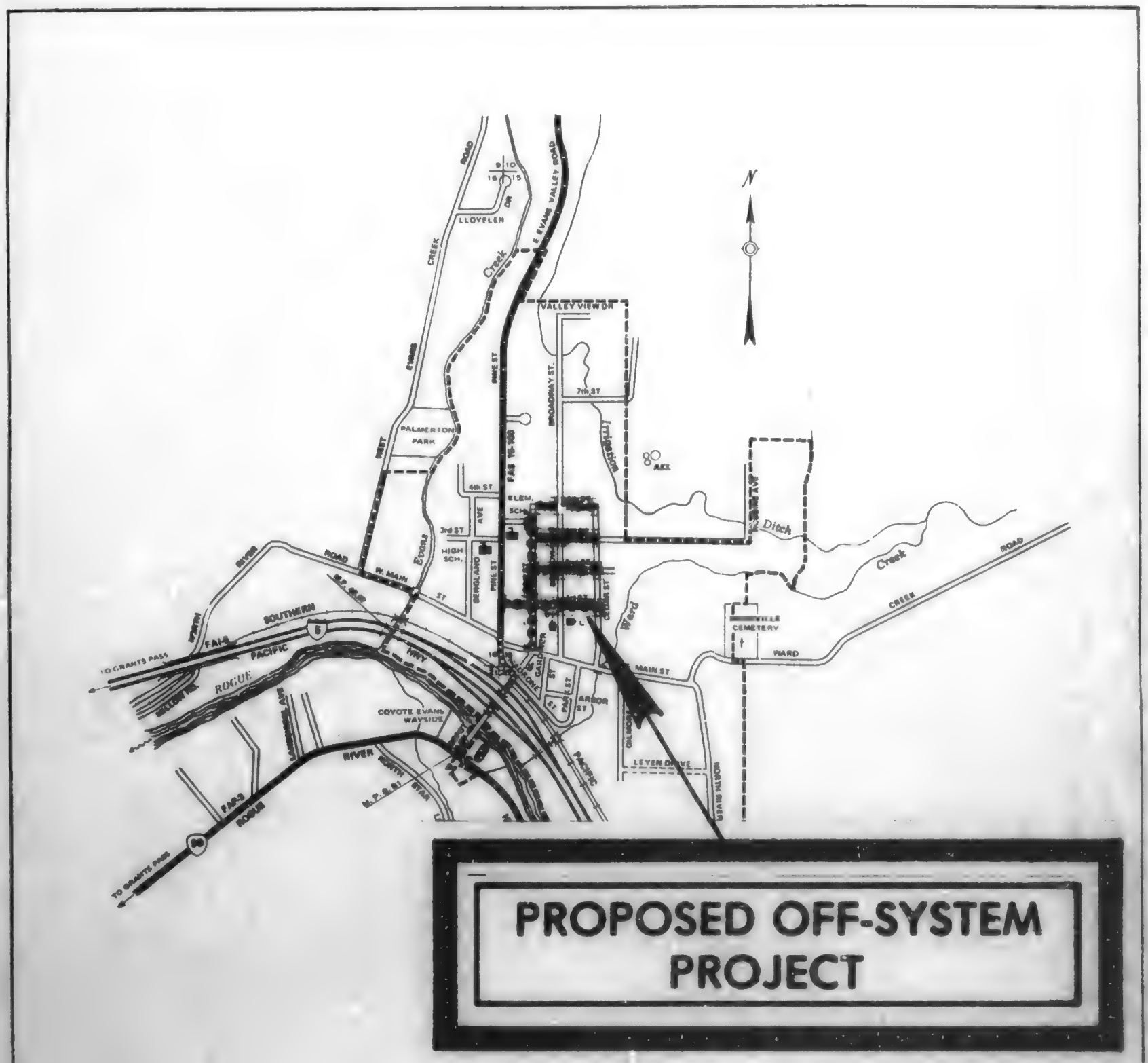
CITY OF ROGUE RIVER
Proposed SOS-R Project

Various City Streets (Rogue River)
Grade, Pave and Sidewalks
0.72 miles
$114,000

This project consists of widening a..d improving sections of 1st, 2nd, 3rd, 4th, and Oak Streets to provide a two-lane curbed facility with sidewalks.

State will perform preliminary and construction engineering.

77-b
12/1/77



PROPOSED OFF-SYSTEM PROJECT

ROGUE RIVER

JACKSON COUNTY, OREGON

T 36 S R 4 W W.M.

Population 946

Revised December 1974

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- PUBLIC BLDG.
- SCHOOL
- CITY HALL
- CITY CENTER
- COURT HOUSE
- R.R. DEPOT
- ARMORY
- CITY LIMITS
- LIBRARY

8915

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

November 23, 1977

Hon. Royal B. Deland
Mayor of the City of Rogue River
City Hall
Rogue River, OR 97537

Dear Mayor Deland:

This is to advise that consideration is being given to your application received in February 1976, for a federal-aid Safer Off-System roads program project on 1st, 2nd, 3rd, 4th and Oak Streets in Rogue River.

The program has changed little since our last correspondence. The maximum project is still $75,000 but the match ratio has changed. The federal portion is 86% and the local match is 14%. A larger project than $75,000 will be 100% city funds.

You have asked that the state perform the engineering and when the project is advanced to Federal Highway Administration approval of the preliminary engineering phase Mr. Ron Busey, Resident Engineer, P.O. Box 267, Grants Pass, OR 97526, phone: 479-4247, will be assigned to develop the project.

There is nothing required at this time from the city to advance this project. If, however, you have any questions please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME LGE CCE FAE OM OPE
NOV 25 1977
TAA File: PM LG FA OP

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Rulein OSR

City of Rogue R.

OREGON STATE HIGHWAY DIVISION

REGION 3

PRO 6

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 28, 1976

Mr. Royal B. DeLand, Mayor
City of Rogue River
P.O. Box Q
Rogue River, OR 97537

Dear Mr. DeLand:

This will acknowledge your letter of September 27, 1976, requesting that preliminary and construction engineering be performed by the Highway Division on your Safer Off-System Roads Program Project.

Due to a very recent policy decision, this is now possible. The cost of such engineering by state forces will be charged to the project just as would have been the case with a consultant.

At a meeting last week in Salem with representatives of the Federal Highway Administration, the specific question of oil matt construction on Off-System Projects was tentatively settled. It was the opinion that if such treatment would serve the light vehicular traffic, and if the existing surface seemed to be supporting the traffic load, that this treatment could be justified.

When additional information is available, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
George Thornton
Ron Busey

RECEIVED
COUNTY & CITY SECTION
SEP 30 1976
☐ ENGR. ☐ CGOR. ☑ CE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

PROJECT INSPECTION
SEP 29 '76
NOTE TO
FOR
Take | Investigate | R/D | Action | File | Letter | See me

City of Rogue River
P. O. Box Q
Rogue River, Oregon 97537
(503) 582-3482

"HOME OF THE ROOSTER CROW"

September 27, 1976

Glen L. Clark
Regional Federal Aid Engineer
OREGON STATE HIGHWAY DIVISION
Region III
P. O. Box 1128
Roseburg, Oregon 97474

Dear Mr. Clark:

After meeting with you and Mr. Shirley in Roseburg, I am a little concerned with the amount of preliminary consultation and engineering requirements needed for the Off-Street Improvement projects. It is quite an undertaking for a city of this size, with staff available, to do properly the required publicizing, screening, investigation and selection of consultants to insure a proper and adequate project completion.

At this time, I am officially requesting the Oregon State Highway Division to assist the City of Rogue River in part or in full in obtaining engineering or consultants as required in the regulations for Off-Street Improvement projects.

I wish to thank you in advance for any information or help you can provide, and for the assistance already provided.

Sincerely,

R. B. DeLand
Mayor

RBDeL/mhd

8715

Rulien OSR

Rogue R.

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 23, 1976

Mr. Royal B. DeLand, Mayor
City of Rogue River
P.O. Box Q
Rogue River, OR 97537

Dear Mr. DeLand:

This will acknowledge your letter of September 20, 1976, confirming your earlier verbal indication that you had decided not to process a revised project application, but rather wished to keep your place on the waiting list and proceed with the original project.

A meeting yesterday with State and Federal Highway Administration officials revealed that Congress has not passed an appropriations bill funding this new Safer Off-System Roads Program. It could be after the first of the year before they act.

When additional information is received, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
George Thornton
Ron Busey —

RECEIVED
COUNTY & CITY SECTION
SEP 27 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☑ OPE ☒ CE ☒ RE ☐ RPE ☐

PROJECT DEVELOPMENT
SEP 27 76
ROW
Info | Investigate | R/D | Action | File | Letter | See Me

City of Rogue River
P. O. Box Q
Rogue River, Oregon 97537
(503) 582-3482

"HOME OF THE ROOSTER CROW"

September 20, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
Roseburg, Oregon 97470

Dear Mr. Shirley:

This is to advise you that the City of Rogue River is very interested in pursuing our Off-System Roads Project No. OS-1501(1) under the conditions set forth in your letter of August 19, 1976.

Due to the continued rise in the cost of local government, the city has adopted an incremental approach to street improvements, with each planned increment a completed portion of the total project. This was the most viable method considered to maintain the program within limited resources.

Your continued advice and assistance towards safe streets and roads within the City are deeply appreciated.

Sincerely,

Royal B. DeLand
Mayor

RBDeL/ELB/md

ROSEBURG REGION
RECEIVED
SEP 21 1976

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505R
Rogue River

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

FILE: INT 5

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
August 26, 1976

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Meeting called at the request of City of Rogue River RE: Jurisdiction dispute over street maintenance

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☑ RPE ☐

On Monday, August 23, 1976, at 7:30 pm in the City Hall in the City of Rogue River, a meeting was held at the request of the City to explore an "emergency" situation concerning street maintenance on selected streets.

The basic concept was that the traffic causing the deterioration was not local city traffic, but from external sources beyond the control of the city; thus, others (County - State) might be responsible for maintenance.

Those attending were: State Senator Debbs Potts, Rep. Brad Morris, two Jackson County Commissioners, Jackson County Engineer, Mayor Deland, City Councilman, Mr. Shirley, Mr. Al Bates, a reporter from the Medford Mail Tribune, several interested citizens and the writer.

The Mayor opened the meeting using ORS references to market roads as justification to allow the County to assume responsibility for maintenance. Commissioner Tom Moore indicated that there were no market roads in Jackson County and those ORS's did not apply.

Mr. Bates, Resident Engineer, was asked to describe the roadway condition and he stated that with the heavy truck traffic, the facility (some 1500' of Depot St. and Main St.) would fail this winter.

The jurisdiction was determined to be the City's after original construction by the Highway Division some 26 years ago. It was determined that prior to July 1, 1976, a portion of the two streets in question had been on the Federal-Aid Secondary System, but is <u>not</u> currently on that system.

It was thought that a chip seal could be used that would extend the section's life until next Spring. This would cost $3,000 to $4,000.

Reconstruction was estimated at some $50,000 including engineering.

(continued)

Rulien

The City anticipated that in 30 days they would have some $5,800 for match or repair.

The City was advised that due to the fact that they were on the waiting list for an Off-System Roads Project, and, due to the fact that the subject streets were not now on the Federal-Aid System, it would be possible for them to ammend their application. They were advised that funding of their project was eminent.

The County did not commit themselves, but it appeared likely that the balance between the City's funds (for match) and the total match would be picked up by Jackson County.

GC/slc

cc: H.S. Coulter
L.W. Rulien ✓
George Thornton
Al Bates

Do we have SOSR application from City Yes! # Not for this project

PROJECT MANAGEMENT

AUG 30 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

8915

Rulien
Rogue River
505

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 19, 1976

Mr. Royal B. DeLand, Mayor
City of Rogue River
City Hall
Rogue River, OR 97537

Dear Mr. DeLand:

This letter is to advise you that your Off-System Roads Program Project No. OS-1501(1) on November 25, 1975, is now being considered for funding. Also, we would like to advise you that some of the guidelines concerning this type of project have changed since your application was submitted.

First, due to a lower federal appropriation contained in the 1976 Federal Highway Act, projects to incorporated cities will be limited to a $75,000 maximum project. This total includes 78% federal and 22% local funds.

The original concern as to whether or not an overlay type project would qualify has been answered by the new 1976 Federal Highway Act. The Act allows a new definition of maintenance which provides the opportunity for the 3 R's - resurfacing, restoring and rehabilitating roadways.

The current policy developed with the League of Oregon Cities and the Association of Counties calls for an advance deposit of 22% within 60 days after federal approval of the project.

Please advise this office if the City of Rogue River is interested in pursuing your project under the above circumstances.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

GC/slc

cc: L.W. Rulien
George Thornton
Ron Busey

NOTED
D. E. SWAN

PROJECT MANAGEMENT
AUG 23 '76
REFER TO:
POR
Info | Investigate | R/D | Action | File | Letter | See me

8915

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PART 1. GENERAL INFORMATION

A. Project Identification:

Upgrading of City Streets 1st,2nd,3rd,4th&Oak Sts.

Date February 13, 1976

Section _____ Unit (if appl) NA

County Jackson City of Rogue River

Highway NA State Hwy. No. NA

Termini: M.P.(if appl) NA Length 3,800 linear ft.

Region (3) Three Construction Estimate $114,000.00
Program Amount

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C. Origin & History of Project: The existing roads consist of a 16-ft. wide oil-mat application which has deteriorated beyond repair, placed in a 40-ft. right of way. Sidewalks, curbs, and gutters are non-existent.

D. General Description of Project: The existing project consists of a 16'oil mat application, deteriorated beyond repair in a 40'right of way. Sidewalks, curbs and gutters are non-existent. A proposed 24' street section of 8" subbase, 2" rock base and 2" asphalt leveling course to be applied to: First Street=850'; Second Street = 550', Third Street = 550'; Fourth Street = 550'; Oak Street == 1,300'; concrete driveways, sidewalks, curbs, gutters, and storm drains and catch basins.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. yes; Parking yes

Proposed: No. Lanes 2; Med. No ; Shldrs. No ; Parking NO

Traffic: Existing Facility: Existing ADT 1,000 ; Projected ADT 1,400 ; Yr. 1976

Existing Level of Service Residential

Proposed Facility: Projected ADT Unknown ; Yr. Unknown

Projected Level of Service Unknown

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any:

Not Applicable

Local City, [redacted] priorities of project:

First Street
Fourth Street
Second Street
Third Street
Oak Street

FHWA and/or OSHD approvals given, if any:

Being Processed

Location or Design Alternatives (identify and describe):

Relocation or design alternatives not practical

Other Descriptive Information or Comments:

(Attach project sketch map.) Attached

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The existing roads proposed for reconstruction are located in the northern section of town. The terrain is flat and is in a four-block residential area abutting the business section. This area is built with single family dwellings and landscaped with oak and pine trees. Vegetation consists of grassed yards and shubbery abutting the proposed road sites. The soil is loosely compacted and consists of extreme mulch and decomposed granite causing a muddy mire on the shoulders. Runoff is nil or non-existent due to flat graded and worn roadbeds. The surrounding land or area is equally flat and causes water to stand rather than run off, due to a lack of drainage facilities.

2. Cultural:

The roads are located in the older part of the city near the business district, the library, multiple-purpose center, and City Hall. The city has a large percentage of senior citizens (60%) living in this section, and two in the past three years have been struck by vehicles while walking on the roads.

The proposed road improvements are located in R - 1 and R - 2 zoning for single and multiple dwellings. Abutting land use is the same zoning requirements. The utilities serving these proposed areas are water, gas, currently underground. Telephone & electric poles and lines are in use in this section of town. The accessibility of this area is dependent on Oak Street, (a proposed improvement street) and Pine Street. Both streets carry a bulk of the traffic to and from the proposed site. Noise is compatible to the area. Air quality is of a non-pollutant consistency and odor-free quality. Four churches, City Hall, a library, multiple-service center, and a grammar school are located in this immediate area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

NA. No new right of way required.

2. Estimated Impact on Traffic Patterns:

Will permit more efficient control of vehicles, regulate traffic speed and expedite travel through and around city.

Consequences--Air Quality, Noise, Safety, etc.:
Will reduce dust, noise of impeded traffic (starting & stopping), lessen safety hazard of vehicles swerving to miss chuckholes and lessen pedestrian casualties.

3. Estimated Impact on Land Use:

Unchanged.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

No impacts anticipated

Consequences:

Unchanged

5. Expected Impact on Cultural and Scenic Resources:

Provide easier access to library, schools, etc. Will make roadway more pleasing, aesthetically.

Consequences:

Improve appearance -- eliminate barren and weedy right of way.

6. Preliminary Identification of Areas of Critical Concern:

All five streets are of critical concern as to adequate drainage being installed to handle run-off. Curbs and sidewalks are a necessity to alleviate foot or pedestrian travel. Graded surfaces of road patterns, to handle a projected 1/3 increase influx of traffic in this area.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No existing problem

b. Noise Standards

No existing problem

c. Water Quality Standards

Not applicable

d. Area Land Use and Transportation Plans, and Zoning

Area is in the residential section of the older part of town.
Transportation Plans: No bus service planned, but will improve driving and walking conditions.

ZONE: R - 1 - 6

C. Recommended Type of Action and Documentation:

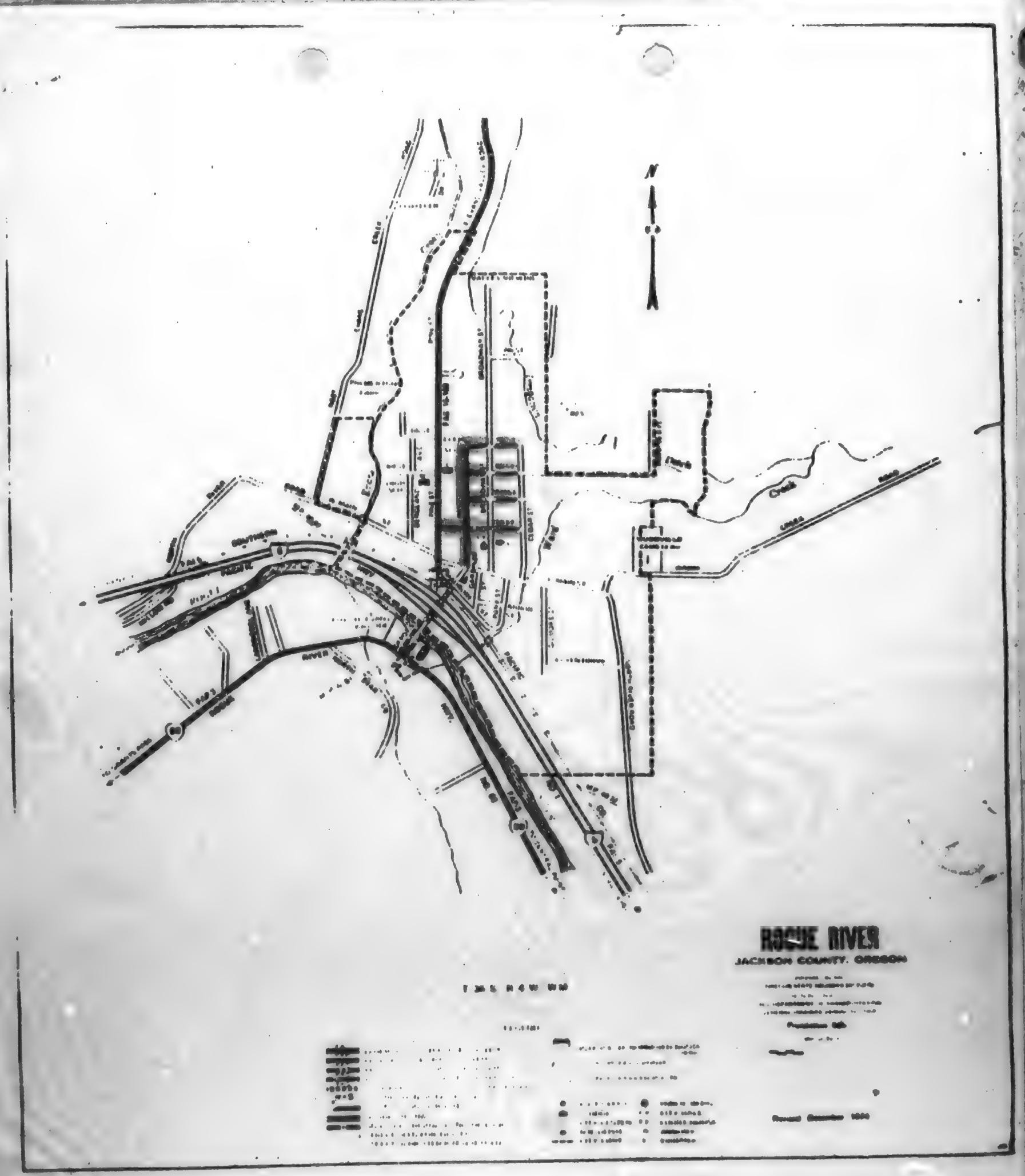
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 XX 3 ___ 4

Form (1)10-75



GRANT AREA

Streets

Curbs & sidewalks

8915

Rulien
OSR
Rogue River
PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Hon. R. B. DeLand, Mayor
City of Rogue River
P. O. Box Q
Rogue River, OR 97537

February 3, 1976

Dear Mr. DeLand:

We have received (without cover letter) a project assessment and application for an Off-System Roads Program project involving 1st, 2nd, 3rd, 4th and Oak Streets in the City of Rogue River.

By a copy of this letter, the assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for consideration and the application is being forwarded to the Project Management Section for review and placement on the list of such projects awaiting federal funds.

When any additional information is available, you will be notified.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
FEB 9 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

GLC/dt

cc: L. W. Rulien
George Thornton
Ron Busey
Eb Engelmann

Rec'd Letter on 12/4/75

PROJECT MANAGEMENT
FEB - 6 '76
REPLY TO
DJR
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OSR

Rev. 10/29/75

COUNTY ROAD ~~FAS~~ OSR PROJECT REQUEST

City of Rogue River

Name of County Jackson FAS No. _____ Date _____

County Road Name NA

Section Name T--36 S. Range 4 W W. M. Section 15 CB -- 15 CC

Type of Project Paving of City Streets

Location of Project (Attach sketch map) _____

ADT _____ Design Speed 25 M P H

Is this request for county bridge design only? Yes _____ No X

county FAS bridge design? Yes _____ No X

Will County hire consultant for this project? Yes _____ No XX

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width 20 feet

2. Shoulders: Type NA
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side NA Total Top Width NA

3. Grading and Drainage:
   By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes _____ No X
   Will it be furnished? Yes _____ No X

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface and Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County NA County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes X No _____
   Type Desired City Standard
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs 28 ft.

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No XX
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use XX
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway NA ft.
What type of surface treatment is desired NA
(PCC, AC, gravel, pug cold mix)
NA Will trail or walkway be contiguous to travel lane? Yes_____ No_____ NA
What type of separation from roadway will be used? NA
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? NA Yes NA No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County NA Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? NA Yes_____ No_____

14. Will County adjust structure to additional width? NA Yes_____ No_____

15. Will adjusted width be standard? NA Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? NA Yes_____ No_____

17. Does County wish sight posts installed? NA Yes_____ No_____

NA 18. Does County wish State to permanently stripe project? Yes_____ No X NA

19. Will County do striping? Yes_____ No X

20. Does County wish guardrail installed? Yes_____ No XX
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No NA
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No XX

23. Can through traffic be detoured? Yes XX No_____

24. Must new detour be constructed? Yes_____ No XX

25. Will detour be constructed and maintained by County? Yes_____ No XX NA

26. Will detour be constructed & maintained by Contractor? Yes_____ No X NA

27. Will County sign project outside work area during construction? Yes_____ No NA

28. Will Contractor sign project outside work area during construction? Yes_____ No BA

29. Should contract provide for permanent signing? Yes_____ No_____ NA

30. Should State do permanent signing? Yes_____ No X NA

31. Will traffic signals be required? Yes_____ No XX
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes X No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain Weather conditions -- temperature

33. Existing facility - Total top width 20' -- 50% deteriorated
Travelway width and surface 20', 4918.2
Shoulder width and surface 10', 4918.2

Remarks re Section I:_____

II. BRIDGE PROJECT DATA NOT APPLICABLE

NA 1. Name of river or stream_____

NA 2. Name of bridge_____

NA 3a. Dimensions of existing bridge. Length_____Roadway Width_____Type_____
NA b. Dimensions of existing approaches. Type_____Width_____Shoulders_____

NA 4. Type of design and material used in existing bridge._____

NA 5. Location (please attach map with location marked):_____
Section_____Township_____Range_____W.M.

NA 6. Desired width of proposed bridge_____Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? NOT APPLICABLE Yes_____ No_____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____ NA
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? NA Yes_____ No_____
Explain_____

NA 10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

NA 11. Will County close road during construction? Yes_____ No_____

NA 12. Can presently established road be used as detour? Yes_____ No_____

NA 13. Must a new detour be constructed? Yes_____ No_____

NA 14. Will detour be constructed & maintained by County: Yes_____ No_____

NA 15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

NA 16. Will County sign project outside work area during construction? Yes_____ No_____

NA 17. Will Contractor sign project outside work area during construction? Yes_____ No_____

NA 18. Approaches or Connections: By County? Yes_____ No_____
By Contractor? Yes_____ No_____

Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

NA 19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

NA 20. Guardrail: Desired on approaches or connections: NA Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? NA Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be: NA
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure? NA
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? NA Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? NA Yes_____ No_____

26. Does County wish complete job of illumination in project? NA Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No XX
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.) NA

If yes, explain: NA

28. Existing roadway on either side of bridge: NA
N or E Side - Travelway surface and width _____, _____
Shoulder surface and width _____, _____
S or W Side - Travelway surface and width _____, _____
Shoulder surface and width _____, _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes ✓ No ✗
By Consultant? Yes ✗ No ✓
By County? Yes _____ No X
(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
By State? Yes ✓ No ✗
By Consultant? Yes ✗ No ✓
By County? Yes _____ No XX

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 40' Minimum 40'

2. Is any additional right of way needed? Yes____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes____ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right of way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No XX
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No NA
If yes, give type and name of utility company:_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes____ No X
If yes, give type and name of utility company:_____

13. Are utilities on existing right of way by permit NA or by franchise NA
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad NA

17. Number of tracks: Mainline NA Siding NA Total NA

18. Sight Distance: NA (Left) NA (Right)

19. Number of Trains: Passenger NA Speed NA
Freight NA ____ Speed NA

20. Angle of Intersection: NA

21. Type of Existing Crossing: Grade NA Overcrossing NA Undercrossing NA

22. Existing Protection:
Advance warning signs NA Automatic flashing NA Stop Signs NA
Crossbucks NA Automatic bell NA Gates NA

23. Proposed Protection: NA

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ____ No X

25. Will railroad crossing be altered: Yes ____ No X
If yes, specify: NA

26. Traffic Control Signing:
To be part of project? Yes ____ No X
By County? Yes ____ No ~~XX~~
By State at County expense? Yes ____ No ~~XXX~~
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No X
By County? Yes ____ No X
By State at County expense? Yes ____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No X NA

29. Will P.U.C. application be made by State NA or County NA ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ____ No X

Remarks re Section IV: _____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private X X Other_____
3. Location: JACKSON COUNTY Section 15cb-15cc Township 36S Range 4W W.M.
4. If County lease, what are royalty payments? None
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V: RES: Materials by contract

VI. FINANCIAL DATA

1. Estimated Cost: $114,000.00
2. Available FAS Funds $100,000.00 75,000.
3. Does County wish advancement of future Federal funds? Yes_____ No NA
   Amount NA
4. Date match money is available As soon as Federal funds available
5. Will there be any 100% ~~County~~ City money? Yes X No_____
6. Maximum amount of 100% ~~County~~ City money available: $14,000.00
7. Date ~~County~~ City request letting: As soon as Federal funds available.

Remarks re Section VI: Re #1: Additional $14,000.00 to be appropriated ~~by City.~~

#5: $14,000.00 additional by City

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the ~~County~~ City.

This application is not complete without an attached exhibit showing location of project.

By Ryan Blehm
~~County Judge or Comm. Chairman~~ MAYOR

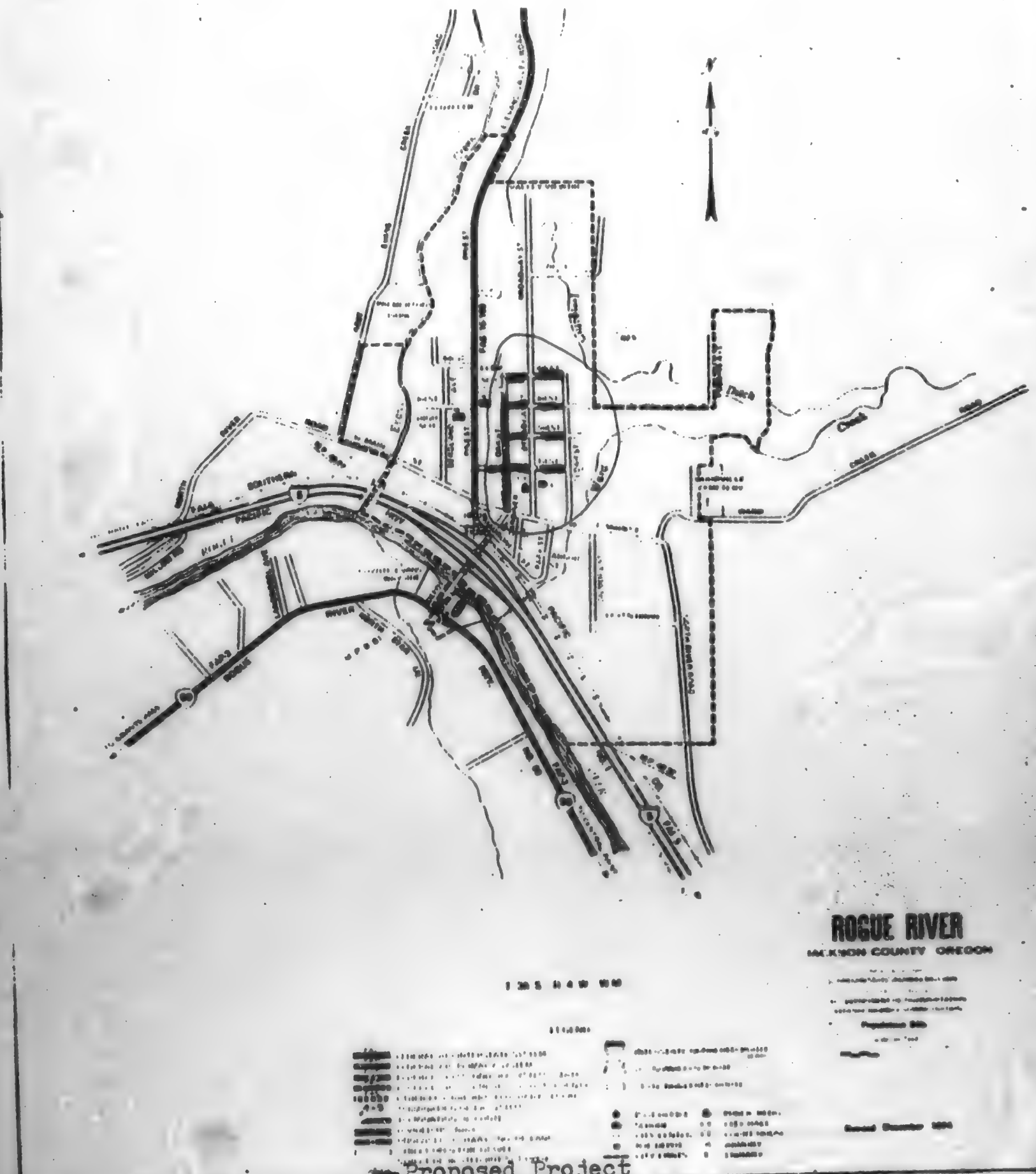
By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer of Roadmaster

County Jackson

Date Jan 26, 1976



Proposed Project

FAS - 1st Street, 2nd Street, 3rd Street, 4th Street, OAK Street

8915

Rulein
PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

Hon. R. B. DeLand, Mayor
City of Rogue River
P. O. Box Q
Rogue River, OR 97537

Dear Mr. DeLand:

This will acknowledge your letter of November 25, 1975, transmitting a narrative form application and environmental assessment for an Off-System Roads Program project on five connected city streets.

Please complete the attached project application (FAS-C project request) and sign the form on Page 10. This form is being adapted to the Off-System Roads Program and therefore leaves something to be desired, but fill in the applicable blanks.

Also attached is a project assessment form which must be completed. If you have any questions, please contact Mr. Eb Engelmann, Regional Environmentalist, Roseburg, phone 672-6541, Ext. 241.

We need to know if you will be using a consultant to accomplish the preliminary engineering; or if not, how you intend to have it done. As you know, the state cannot assist in preliminary or construction engineering. An approved project can include these items as part of the project to be paid for with federal and local matching funds.

As you may know, there are no off-system funds at this time. All the funds now available have been tentatively assigned to project applications already on hand. If the program is continued by the Congress for another year, your project, if approved, could be funded. It is anticipated that we should know early next year what action Congress has taken. In the meantime, your formal application (when received) will be forwarded to our Salem office for review and added to the unfunded list of projects on a first-come-first-served basis.

RECEIVED
COUNTY & CITY SECTION
DEC 4 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DEC 2 1975

Cities under 5,000 population within any county can have a total of $100,000 in project costs. Thus, if two cities make application, they would share the above limit. This limit includes both the federal share (78%) and the local match (22%). No other Jackson County city has made application as of this writing.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosures

cc: L. W. Rulien
George Thornton
Ron Busey

City of Rogue River
P. O. Box Q
Rogue River, Oregon 97537
(503) 582-3482

November 25, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division -- Region III
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Attached is the City of Rogue River's application for Federal Aid under the Off-Systems Road Program together with supporting map showing project location and City Council Resolution No. 152 authorizing this application.

If any further information is required, please let us know.

Thank you for your cooperation.

Sincerely,

R. B. DeLand
Mayor

Encs.
CC: RVCOG
A-95
RBDeL/B/d

RECEIVED
DEC - 1 1975

APPLICATION FOR FEDERAL AID UNDER THE OFF-SYSTEM ROADS PROGRAM

(1) ENVIRONMENTAL ASSESSMENT

The existing roads proposed for reconstruction under this grant are in extremely poor condition; sidewalks and drainage facilities are non-existent. The roads, in the past, have had only oil mat application. Due to heavy traffic the mat has broken apart creating chuck holes and large depressions. This causes an expensive and continuing maintenance problem as patching materials will not remain in place due to the poor condition of the adjacent surfaced area. The poor condition of the roads has caused damage to both tires and vehicles and on occasions near collisions due to motorists attempting to avoid bad areas in the roads.

The roads are located in the older part of the city near the business district, the library, multiple-service center, and the City Hall. The city has a high percentage of senior citizens (approximately 60%) living in this section and two in the past three years have been struck by vehicles while walking on the roads.

As previously stated, sidewalks and drainage facilities are non-existent, thus requiring both citizens and school children to walk on the roads while going to and from school and/or the business district. During inclement weather water, ice and snow collect in holes and depressions causing more severe hazards.

The proposed reconstruction would alleviate the hazardous walking and driving conditions, provide adequate drainage facilities and greatly enhance the appearance of the city.

(2) SKETCH MAP SHOWING PROJECT LOCATION

See attached map.

(3) GENERAL DESCRIPTION OF EXISTING AND PROPOSED FACILITIES

EXISTING The existing roads consist of a 16-foot wide oil mat application which has deteriorated beyond repair, placed in a 40-foot right-of-way. Sidewalks, curbs and gutters and drainage facilities are non-existent.

PROPOSED FACILITIES The proposed improvements would include the following:

24' Street Section, i.e., 8" subbase,
2" rock base, 2" asphalt.
Concrete curb and gutters.
Concrete Sidewalks
Concrete Driveways
Catch Basins.

(4) RIGHTS-OF-WAY AND UTILITIES REQUIREMENTS

Existing 40-foot right-of-way -- no additional right-of-way required.

(5) ESTIMATES OF COST

FIRST STREET -- 850 ft. @ $30 per L F	$25,500.00
SECOND STREET -- 550 ft. @ $30 per L F	16,500.00
THIRD STREET -- 550 ft. @ #30 per L F	16,500.00
FOURTH STREET -- 550 ft. @ $30 per L F	16,500.00
OAK STREET -- 1,300 ft. @ $30 per L F	39,000.00
Total	$114,000.00

(6) RELATED DATA

Since the construction of the sewer plant and system (approximately three months ago), the near completion of the 500,000 gallon reservoir, the City of Rogue River is experiencing a very rapid growth in development. A senior citizen apartment complex of 16 units has been completed, a mini shopping center has been completed. a four thousand square foot office building has been erected, the Veterans of Foreign Wars building has recently been sold to make way for a Savings and Loan building, eight homes are currently under construction, a seven-acre shopping center is currently under construction, one subdivision consisting of sixty-two houses is under construction, one subdivision consisting of seventy-seven houses and a Planned Unit Dvelopment of 165 units have received tentative approval. In the planning stage are two small subdivisions consisting of 27 homes and a senior citizen apartment complex consisting of 26 units. As can be seen from the foregoing, the expected influx of traffic will more than double wintin the near future. This will place additional vehicular traffic on the roads, which will accelerate their deterioration, causing many more safety hazards than currently exist.

RESOLUTION No. 152

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR A FEDERAL GRANT FOR THE PURPOSE OF IMPROVING CITY STREETS AND THE INSTALLATION OF CURBS AND GUTTERS.

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF ROGUE RIVER:

That the Mayor of Rogue River, Royal B. DeLand, be and he is hereby authorized to file an application with the Oregon State Highway Division under Section 219 of Title 23 U. S. C. Federal Aid Off-System Roads Highway Program for a grant of Federal funding for the purpose of improving and upgrading City streets and the installation of curbs and gutters for the safety and convenience of the citizens of the City.

BE IT FURTHER RESOLVED THAT

Mayor Royal B. DeLand be and he is hereby designated as the authorized representative of the City to take all necessary action in connection with the application and to provide additional information as may be required in connection therewith.

ADOPTED by the Common Council of the City of Rogue River, Oregon, this 9th day of OcTOBER, 1975.

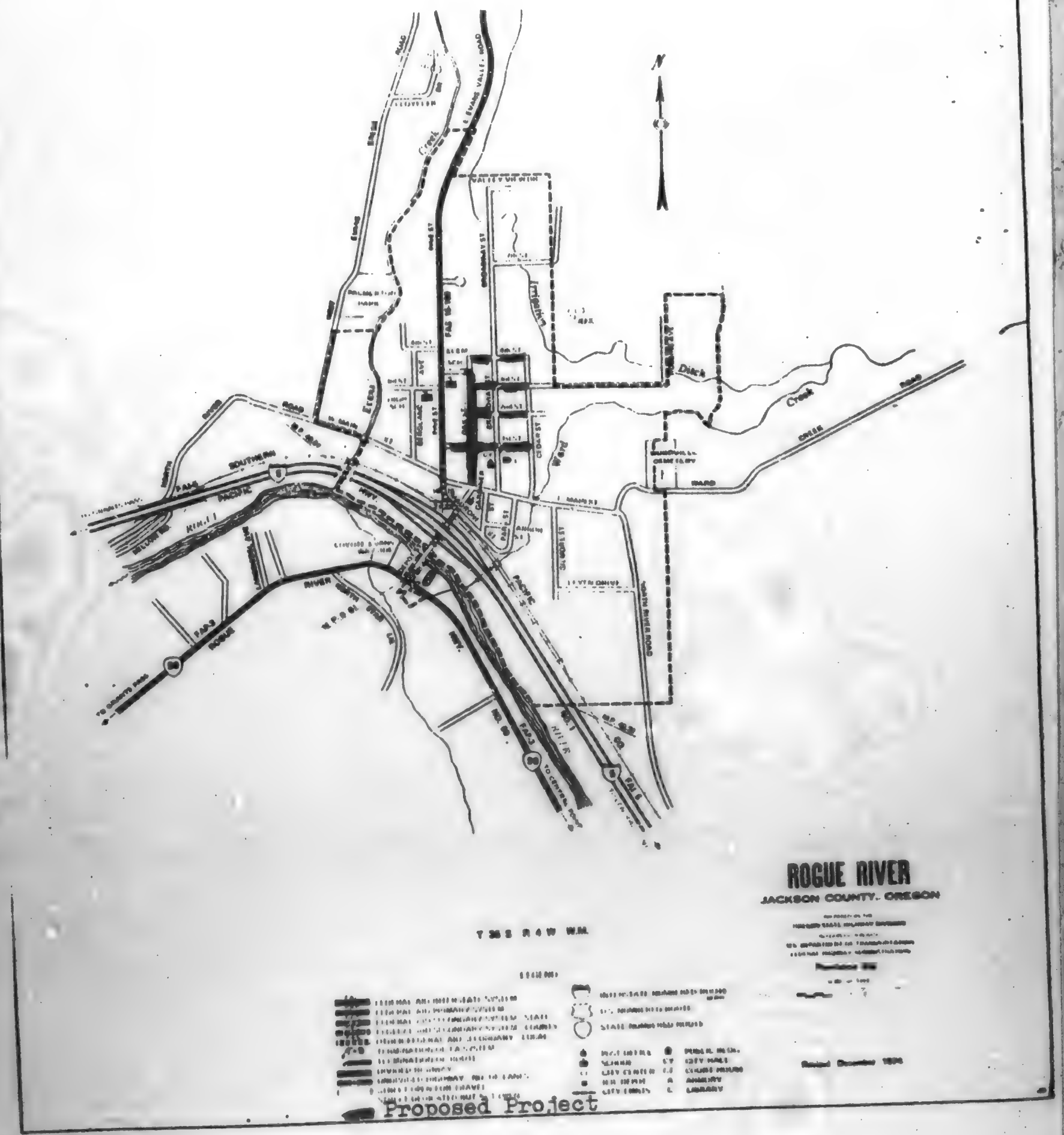
SUBMITTED to and approved by the Mayor of the City of Rogue River, Oregon, this 9th day of OcTOBER, 1975.

Royal B. DeLand
Mayor

ATTEST:

Mabel Dean
City Recorder

YEAS 4
NAYS 0
ABSENT 2


N
Bear Creek
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Dietz Creek
Ward Creek
Table Rock Road
Pacific Highway
Rogue River
Rogue River Highway
Rogue River Bridge
Rogue River Bridge
Rogue River
Rogue River
Rogue River

ROGUE RIVER

JACKSON COUNTY, OREGON

T 36 S R 4 W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM · STATE
- FEDERAL AID SECONDARY SYSTEM · COUNTY
- OTHER FEDERAL AID SECONDARY · LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY · NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAII)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CV CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Revised December 1974

ROGUE RIVER

JACKSON COUNTY, OREGON

T 36 S R 4 W W.M.

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Scale = Feet

Revised December 1974

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CITY HALL (CH)
- COURT HOUSE (CT)
- ARMORY (A)
- LIBRARY (L)

LLOYELEN DR.
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EVANS
PALMERTON
PARK
ASH DR.
WALNUT DR.
OAK DR.
HICKORY DR.
FOOTHILL
BLVD
FOURTH ST
THIRD ST
BERGLUND AVE
PINE ST

MAP OF
CITY OF
ROGUE RIVER

JACKSON COUNTY, OREGON

SCALE 1"=200'

COMPILED FROM OFFICIAL RECORDS OF CITY, JACKSON COUNTY AND STATE OF OREGON, JANUARY 1976.

N
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CITY LIMITS

MAP OF

CITY OF

ROGUE RIVER

JACKSON COUNTY, OREGON

SCALE 1"=200'

COMPILED FROM OFFICIAL RECORDS OF CITY, JACKSON COUNTY AND STATE OF OREGON, JANUARY 1976

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CITY LIMITS

VALLEY VIEW DR

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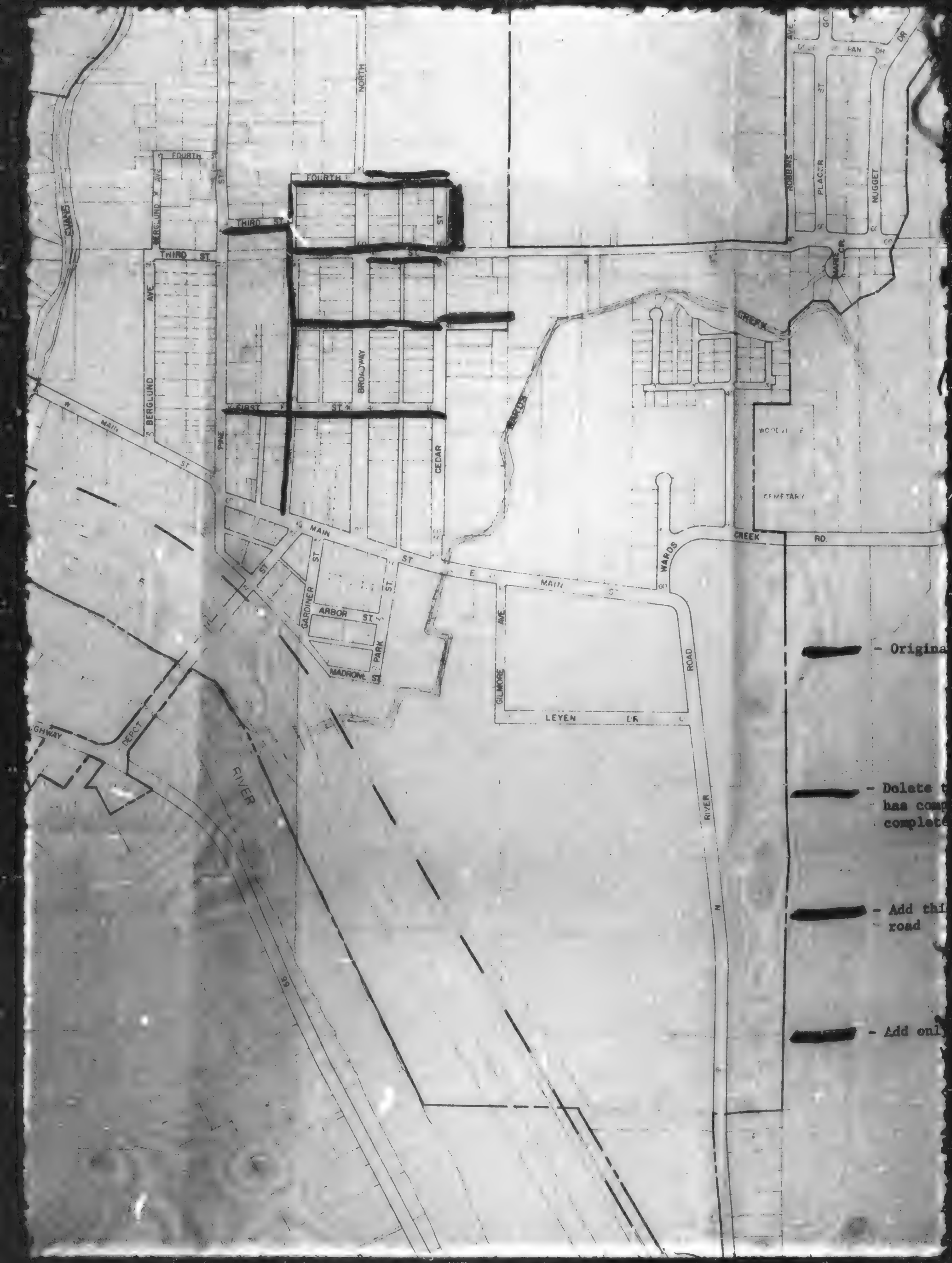
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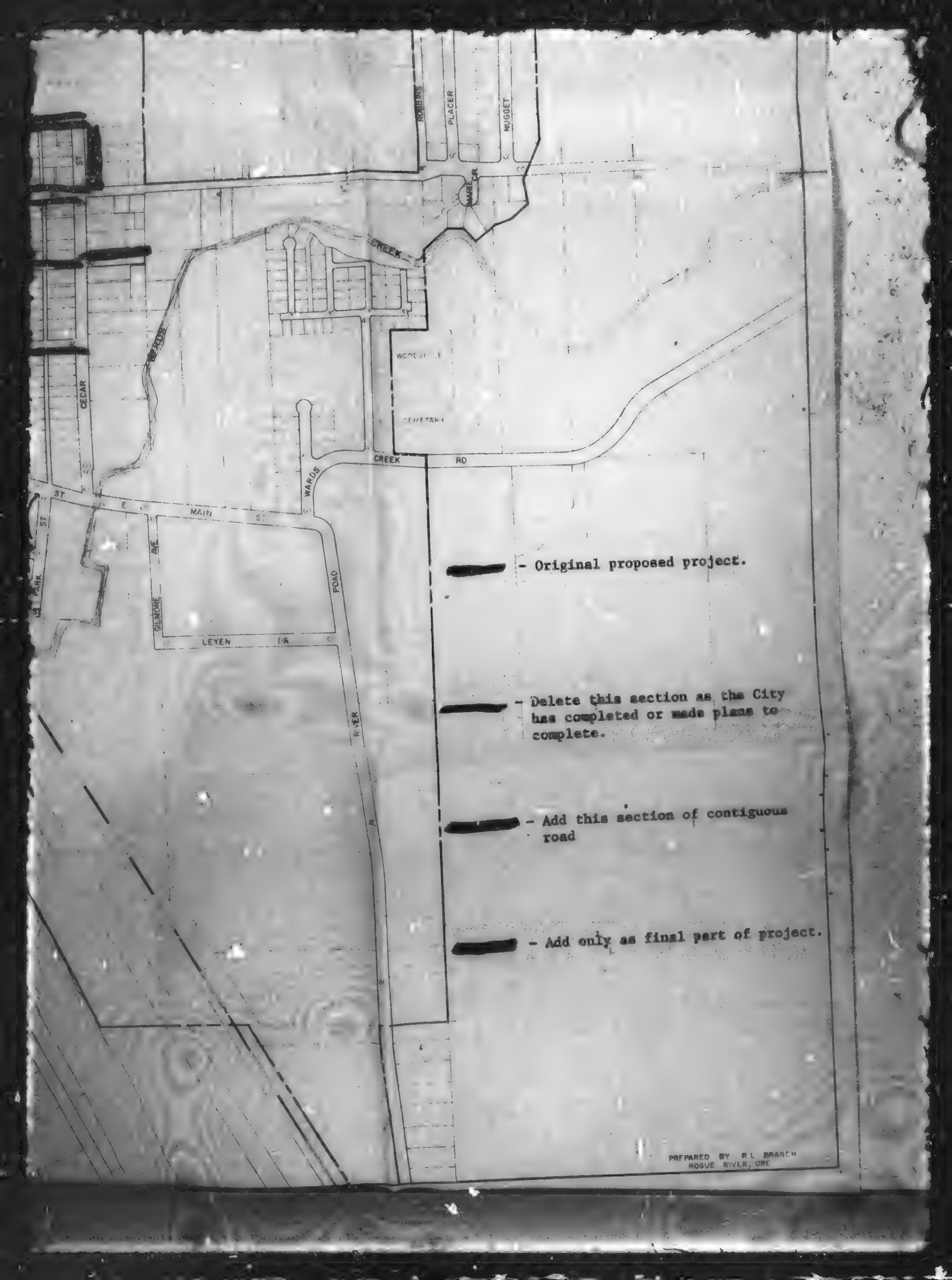
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ROAD
RIVER
- Original proposed project.
- Delete this section as the City has completed or made plans to complete.
- Add this section of contiguous road
- Add only as final part of project.
PREPARED BY R L BRANCH
ROGUE RIVER, ORE

279 Rogue Valley Hwy. ● Char- 8916
lotte Ann Road Sec.
(Channelization)

89

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

r1

cc:
OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-7-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/7/80	Original Signed by T. P. LOWE Thomas P. Lowe, Area Engineer		HES-37(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8/16/79	10/11/79	97 %	90 days
APPROVED EXTENSIONS	**LOCATION**		
--------	See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROGUE VALLEY HWY. CHARLOTTE ANN RD.
ROGUE VALLEY HWY.

This project provided for constructing a left-turn refuge at the subject intersection.

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
4-14 cf Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Thomas P. Lowe — Original Signed by T. P. LOWE		SIGNATURE: Glenn K. Hossner — Original Signed by G. K. HOSSNER	
TITLE: Area Engineer	DATE: 4/9/80	TITLE: Field Operations Engineer	DATE: 4/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8916

COW 5
#8916

October 12, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8916 awarded to M. C. Lininger & Sons, Inc., for work on the Rogue Valley Highway at Charlotte Ann Road in Jackson County was completed on August 16, 1979, and accepted by the State Highway Engineer on October 11, 1979.

Final payment in the amount of $3,595.44 will be released to the contractor after October 17, 1979. The total contract amount is $77,044.49 including $5,135.63 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

G. W. Head
COMMISSION SERVICES

wls

cc: M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc: C. T. Keesey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

#8916

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

10-10-79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Interstate Coatings, Inc., No. 8668	Lewis & Clark River Bridge, Clatsop County	September 10, 1979
Houck-McCall Corp., No. 8830	Crane Rock Production Project, Harney County	September 10, 1979
Coast Marine Const., Inc., No. 8853	Catching Slough (Eastside) Bridge, Coos County	September 10, 1979
David A. Mowat Co., No. 8608	Columbia Blvd. Intchge. (Col. Blvd. U'Xing), Multnomah County	September 10, 1979
Hansen Elect. Co., No. 8700	Cape Arago Hwy. @ Harrison Ave. (N. Bend), Coos County	September 17, 1979
R. L. Coats, No. 8894	Halfway Paving Project, Baker County	September 19, 1979
Roseburg Paving, Inc., No. 8813	Cedar St.-Oak St. (Oakland), Douglas County	September 19, 1979
Baker Redi-Mix, Inc., No. 8955	M.P. 40.2 - M.P. 44.0 Paving Project, Union County	September 26, 1979
Continental Crushing & Leasing, Inc., No. 8888	Paisley Rock Production Project, Lake County	September 27, 1979
Hamilton Electric, Inc., No. 8730	Pendleton/John Day Hwy. @ SW Hailey St. (Pendleton), Umatilla County	September 28, 1979
Traffic Marking Specialists, Inc., No. 8944	Grants Pass Pavement Marking, Josephine County	October 1, 1979
Linnco Elect. Co., No. 8769	1st Ave.-6th Ave. (Albany), Linn County	October 3, 1979

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats, No. 8640	Hines-Diamond Ave. (Burns) Project, Harney County	October 3, 1979
Dennis V. Snyder, No. 8838	Clackamas RR O'xing-SE 110th Ave., Clackamas Co.	October 5, 1979
R. A. Hatch Co., No. 8855	Beltline Rd. & Delta Hwy., Lane County	October 11, 1979
Copeland Paving, Inc. No. 8915	Rogue River Grading & Paving Project, Jackson County	October 11, 1979
M. C. Lininger & Sons, Inc., No. 8916	Rogue Valley Hwy. @ Charlotte Ann Road, Jackson County	October 11, 1979

October 10, 1979

H. S. Coulter

H. S. Coulter, State Highway Engineer

8916

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RECEIVED
SEP 26 1979
ROAD DESIGN SECTION

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Action

ENGINEERS NARRATIVE
****

On May 3, 1979, contract 8916 was awarded to M.C. Lininger and Sons, Inc. for grading and paving the intersection of the Rogue Valley Highway and Charlotte Ann Road south of Medford in Jackson County. This project had been advertised previously and the lone bid rejected as it was substantially over the engineers estimate. The project was readvertised and with Lininger again being the lone bidder was awarded the contract.

On May 24, a short preconstruction conference was held in the Resident Engineers office. No problems were anticipated.

Work began on the project May 29, 1979 with a crew installing drainage and temporary signing. On June 5th the six man crew began removing the existing shoulders, curb and sidewalk and placing aggregate base in the excavated areas. On June 13th it was discovered that an irrigation system thought to be deep enough to be safe in actuality protruded into the existing asphalt. This system was relocated off of the state right of way and paid for as extra work. At this time it is still unclear whether the final responsibility for the relocation will be with the highway division or the irrigation district. Work continued on the grading and drainage as well as the irrigation system relocation and on July 11, 1979 Accu-Curb, a subcontractor moved on to the job to begin work on the curbs and inlets. On August 8th all the curbs and inlets had been poured. The base rock operation continued and on August 15 th the project was paved by Rogue River Paving Co, Inc. The shoulders were finished and the contractor installed a special inlet under a price agreement on the 16th of August and the project was completed.

Traffic control, which might have been a problem at this busy intersection was handled very well by the contractor. In addition to the required signing, barricades and markers a flagperson was used at the beginning of the cones every time a lane closure was in effect. This was in addition to the flagging done at the work area. This was very effective in controlling the traffic as the flagperson alerted people to the construction better than the signing alone.

There were four price agreements written on the project. Price agreement one deleted the state weigh witness. Price agreement two paid to adjust a telephone manhole behind the curb. Price agreement three was to construct a special inlet to correct drainage from a parking lot. Price agreement four documented the use of asphalt in lieu of concrete in the sidewalk ramp.

There was one extra work order written to relocate the irrigation system.

There was one state force order written for permanent pavement striping.

OK 9/26/79 WLEC.

REFERRED TO
Board Goudermuth
Campbell
Campbell
Campbell

Rogue Valley Highway @ Charlotte Ann Rd
Rogue Valley Highway
Jackson County

Prefix 15-1009
Contract 8916
F.A.No.HES-37(4)

****

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM	Unit	Original Quantity	Semi-Final Quantity	Percent + or -
Bid Items	$	80,538.00	70,957.21	-12%
E.W.O.'s (Unanticipated)	$		5,135.63	
Anticipated Items	$	900.00	520.00	-42%
Price Agreements	$		685.40	
Contingincies	$	3,664.71		
Engineering	$	8,143.80	9,466.06	+16%
Total Contract Costs	$	93,246.51	86,764.30	-7%

****

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

B.I.6 Flagmen Hr 400 264 -34%
Bid quantities were not needed. Flagging used was adequate for traffic control.

B.I.22 Concrete Curbs Cyd 62 44.09 -29%
A 250' taper on the northwest end of the project was eliminated to allow for a future widening which is being contemplated.

E.W.O.1 Irrigation System $ 5,135.63
This revision caused a number of changes in the drainage. The type B inlets were eliminated, two CG-1's were added and the 10-inch sewer pipe was deleted. This order was written to relocate an existing irrigation system onto private right of way to avoid conflicts with the new paving.

8916

Department of Transportation

STATE HIGHWAY DIVISION

TRAN

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
OCT 5'79
REFER TO
FOR
Info | Inves | R/D | D/R | Spm | Act | File

DATE: September 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
H. S. COULTER

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-37(4)

Contract 8916 , Work Completed August 16, 1979

Project Rogue Valley Hwy. @ Charlotte Ann Road

Highway Rogue Valley

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 6, 1979

G. K. Hansen

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Keasey | Richards
Jackmond | Berg
Hopkins | Inloes
Williams | Widmer
Johnson | Gebauer
Glenn | Church

RECEIVED
OCT 4 1979
CONSTRUCTION
BRANCH

FORM 81.736.2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rogue Valley Highway @ Charlotte Ann Road		WEEK ENDING: September 15, 1979
		SECTION PREFIX: 15-1009
HIGHWAY: Rogue Valley		COUNTY: Jackson
NAME OF JOB: Rogue Valley Highway @ Charlotte Ann Rd	KIND OF WORK: Grading and Paving	
CONTRACTOR: M.C.Lininger and Sons, Inc.	CONTRACT NUMBER: 8916	FEDERAL AID PROJECT NUMBER: HHS-37(4)
DATE OF CONTRACT: May 3, 1979	DATE WORK STARTED: May 29, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 88
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 93,246.51		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 85,102.71	ENGINEERING AUTHORIZATION $ 8,143.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 76,192.84	ENGINEERING COST TO DATE $ 9,466.06	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: August 16, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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SEP 17 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Olsen, Richards, Berg, Inloes, Widmer, Debauer, Church

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is completed and work is being done on the semi-final estimate.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDG[E] GRADING BOTH ARE INVO[LVED] SUBMIT 2 COPIES

SP-1218

8416

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

June 28, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention: Vincent J. Tabor
Assistant Area Engineer

Order for Extra Work No. 1
Relocate Irrigation Facilities
Medford Water District
Rogue Valley Highway @ Charlotte Anne Rd.
Section
Rogue Valley Highway
Jackson County
Project No. HES-37(4)

Gentlemen:

Confirmation of your verbal authorization for the State's Contractor, M. C. Lininger & Sons, Inc., to proceed with the relocation of irrigation facilities in conflict with the construction of the subject project as of June 28, 1979 is requested. The depth of the irrigation facilities was found to be inadequate to support the proposed construction. The State and the District are presently reviewing records and documents to determine whether or not the State is obligated to pay for the cost of adjusting the irrigation facilities. The verbal request to proceed with the relocation work is being made to minimize delay to the State's Contractor. It is understood that Federal participation in the cost of the irrigation facility relocation is subject to FHWA's review and approval of the State's relocation agreement with Medford Water District establishing a reimbursable right.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC:mm

Authorization date of
June 28, 1979 is approved:

Vincent J. Tabor
Assistant Area Engineer

cc: E. S. Hunter
William H. Maude
John Christopherson
Don Aman - Construction

RECEIVED
TECHNICAL SERVICES
JUN 29 '79
REFER TO
FOR
Info | Invst | R/D | R/R | Lgn | Act | File

Form 734-3123

8916

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 5-217 & 5-238
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-25-79

Form Approved; O M B No. 04-R2089

State	Oregon
County	Jackson
Project Number	HES-HHS-37(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000	$ 113,408
Federal funds	$ 5,400	$ 18,558 (145) 83,509 (141)
Other revisions		

This modification is made for the following reasons: Increase of preliminary engineering cost, adding Right-of-Way phase and Construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of May, 1979.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By E J Tourtellotte

Assistant State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, May 21, 1979

Federal Aid Project
No. HHS-HES-37(4)

ROGUE VALLEY HWY. AT CHARLOTTE ANN ROAD
ROGUE VALLEY HIGHWAY
JACKSON COUNTY

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 11,620.00
Type Code R/W Right of Way	All Required		9,000.00
Type Code Y008 Roadway (Sta. 492+89.5 to Sta. 503+53.88)			
Mobilization	All Required		$ 7,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signing	212 Sq.Ft.	12.00	2,544.00
Temporary Barricades	2 Each	100.00	200.00
Temporary Plastic Safety Markers	16 Each	75.00	1,200.00
Flagmen	400 Hour	22.00	8,800.00
Removal of Structures, and Obstructions	All Required		1,000.00
General Excavation	830 Cu.Yd.	5.00	4,150.00
Trench Excavation	64 Cu.Yd.	10.00	640.00
Aggregate Base	1,600 Ton	9.00	14,400.00
Class B Asphalt Concrete	370 Ton	40.00	14,800.00
12 inch Culvert Pipe	52 Lin.Ft.	10.00	520.00
30 inch Culvert Pipe	138 Lin.Ft.	24.00	3,312.00
10 inch Irrigation Pipe	12 Lin.Ft.	12.00	144.00
12 inch Sewer Pipe	24 Lin.Ft.	12.00	288.00
Extra for Pipe Under Pavement	52 Lin.Ft.	20.00	1,040.00
Concrete Manholes	1 Each	2,500.00	2,500.00
Concrete Inlets, Type CG-1	4 Each	600.00	2,400.00
Concrete Inlets, Type B	2 Each	750.00	1,500.00
Capping Inlets	4 Each	250.00	1,000.00
Sidewalk Ramps	1 Each	200.00	200.00
Concrete Curbs	62 Cu.Yd.	150.00	9,300.00
Extra for Asphalt Approaches	3 Each	200.00	600.00
			$ 80,538.00

Oregon State Highway Division
Salem, Oregon, May 21, 1979

Federal Aid Project
No. HHS-HES-37(4)

Anticipated Items Permanent Pavement Striping	All Required	$ 500.00
	Subtotal	$ 81,038.00
	Engineering	11,750.00
	Total	$ 92,788.00
Length of Project - - - - - - - - - - - - -	0.00 mi.	
Work Retained in Program Status (not included in amounts below)		
Permanent Signing	All Required	$ 400.00

SUMMARY OF FUNDS (90%)

Description	Appropriation Code	Total Cost	Federal Funds	State Funds
Preliminary -				
Engineering	(HHS-145)	$ 11,620	$ 10,458	$ 1,162
Rightway	(HHS-145)	9,000	8,100	900
Roadway	(HES-141)	92,788	83,509	9,279
Total		$ 113,408	$ 102,067	$ 11,341

Group 1 100%
Contract No. 8916
Prefix 15-1948
Prefix 15-2522
Prefix 15-1009

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-117	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-14-78	State: Oregon County: Jackson Project No.: HHS-37(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, 0.7 miles south of SCL Medford

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-12-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000.00	$ 5,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter
Technical Service Engineer
(Title)

By H. E. Coulter
State Highway Engineer
(Title)

By _____
_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 1 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1978

Federal Aid Unit
No. HHS-37(4)

Rogue Valley Hwy. @ Charllote Ann Rd. Section
Jackson County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$6,000.00
	Total	$6,000.00

Length of Project . . . . . 0.0 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Retain in Program (Contract Work)	55,000.00	49,500.00	5,500.00
Total	$61,000.00	$54,900.00	$6,100.00

Prefix 015-1948
Group 1

RHZ:cw

8916

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-4-79

FEDERAL AID PROJECT NO: HES-HHS-37(4)

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70597-13

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO,
FOR
Info | Inves | R/D | O.S. | Util | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4/11 orig 1 1

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-31-79	4-4-79	Primary 37	Primary 64

GENERAL LOCATION:
Rogue Valley Hwy. at Charlotte Ann Rd.

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979, I approve the revised PS&E documents for a TEC of $88,641 - Federal Funds $79,776.

A signed copy of the revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8316

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-13-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. See below

STATE PROJECT NO. See below

COUNTY NAME Jackson

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. ---

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
MAR 19 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Couiter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-31-79	Primary 37	Primary 63

GENERAL LOCATION:

See below

GENERAL DESCRIPTION OF WORK:

Add prefix letters for joint funded projects.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 13, 1979, I approve the following program change as follows:

From	To	Section
HHS-37(3)	HHS-HES-37(3)	Rogue Valley Hwy. @ Pine St.
HHS-37(4)	HHS-HES-37(4)	Rogue Valley Hwy. @ Charlotte Ann Road

The above prefix change is approved effective January 31, 1979 to agree with date of approval of Appropriation Code change.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-13-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-78) EXISTING STOCKS OF FORM PR 1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8916 63

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Rogue Valley Hwy. @ Charlotte Ann Road
Oregon Project No. HHS-37(4)

Concurrence is requested in rejecting the single bid received February 22, 1979 for the subject project. The low bid received from M. C. Lininger & Son, Inc. in the amount of $82,038.00 is $9,285.00 or 12.7% above the Engineer's estimate of $72,753.00. We have reviewed the bids and also our estimate, and we find that the low bid is too high to accept. Prices were high throughout the various bid items generally (which possibly reflect the present uncertainty of petroleum availability). The contract time at this letting would anticipate completion by June 23, 1979. Readvertising to encourage more competition will permit completion during favorable weather yet this year.

It is our understanding that the preliminary engineering necessary for any design revisions and readvertising expense will be eligible for reimbursement until the date of readvertising as per FHPM Vol. 6-4-1-6 Par. 11i.

Federal Highway Administration Endorsement

Date_____
I concur in rejecting the low bid.

G. L. Green, Division Administrator
Federal Highway Administration

DAR:dmc
cc: L. E. George
J. H. Versteeg

Versteeg
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FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 22, 1978

FROM: Adele L. Egan AE
R/W Office Unit Supervisor

TO: J. H. Versteeg
Head of Engineering

B U I L D I N G

Attn: Floyd O. Scott

SUBJECT: File 50285

Rogue Valley Hwy. at Charlotte Ann Road Sec.
Rogue Valley Highway
Jackson County

Jim Gix of Region 3 has notified us that this file can be canceled as the second 5 foot easement is not needed.

File No.	Name	Area
50285	Farmers Finance Corp.	1500 sq. ft.

AE:nn
cc: A. Shirley
V. Wilson
Title
Appraisal
F. Lowe
A. Riveness

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Cancelled File + returned to R/W 11-29-78
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8916 8-9-78

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-37(4)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70597-13

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-4-78	Primary 37	Primary 64

GENERAL LOCATION:
Rogue Valley Highway at Charlotte Ann Rd. (Medford)

GENERAL DESCRIPTION OF WORK:
Program Change and Acquisition of Right of Way Channel.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 31, 1978, letter I approve the program change adding acquisition of right of way to the character of proposed work. You are now authorized to proceed with the acquisition of the temporary and permanent easements as outlined on R/W Map 7B-10-12 at a TEC NTE $9,000 - F.F. $8,100. Federal participation is limited to that right of way actually incorporated in the final location.

Swan 8-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-9-78	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8916 63

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic DEPT. 378-6537 TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: July 10,1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Revised cost estimate
Title II, Section 209
[redacted] @ Charlotte Ann Road
HHS-37 (4)

The revised cost estimate of $86,300 for the subject project has been reviewed and was found to be acceptable.

Please proceed with the project as scheduled.

L. E. George
Traffic Engineer Supervisor

RMB:cs

cc: Alfred Shirley, Jr.

REFERRED TO
Beard Steudenmeyer
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BY FINAL DESIGN ENGINEER

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81-129-1207

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ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
July 5, 1978

Duane O. Christensen
Final Design Engineer

L. E. George
Traffic Engineer

Charlotte Ann Road
Rogue Valley Highway
Jackson County

The subject project is scheduled for contract letting October 19, 1978. The planning estimate is $70,000.00.

After field review and re-design the estimate is as follows:

Roadwork	$74,800.00
P.E.	$ 6,000.00
R/W	$ 5,500.00
Total	$86,300.00

Please review and advise. Dick Bladorn has been notified of the $16,300.00 overrun.

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WEC:ab
cc: Alfred Shirley, Jr.
Jack Sullivan
Bill Cole

8916

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 14, 1978

FILE: PRO 6

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

TO: Wm. Maude
Resident Engineer

SUBJECT: Rogue Valley Hwy. @ Charlotte Ann Rd.
Rogue Valley Highway
Jackson County
15-1948

Additional information is required for further development of the subject project.

This information should consist of plotted cross sections (every 50' or as required) and proposed easements (if any). If easements are required, please obtain a copy of the current deed for the appropriate parcels.

Enclosed for your use is a copy of the updated base map.

jwg/cw
Encl.

cc A. D. Olson
Floyd Scott

Versteeg
2 Christensen
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Sullivan
Scott
Savage

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9-12-77

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID: HHS-37(4)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70597-13

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 14 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-12-77	Primary 37	Primary 64

GENERAL LOCATION:

"Rogue Valley Highway at Charlotte Ann Rd. Section (Medford)"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION TEC NTE $6,000 F.F. $5,400

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-26-77, I concur that timesaving procedures enumerated in FHPM 6-8-.2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Swan's 8-26-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-77	B. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-055

8916 ○ ○ 63

Salem, Oregon
August 14, 1974

J. H. Verstoeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48326-Metel Develop. Co.
Charlotte Ann Rd. Section
Rogue Valley Highway
Jackson County

Attached is a description, an authorization and Right of Way prints covering a permanent slope easement for a Minor Betterment project, as requested by the Region Office.

Please see the attached copy of John Grassmans letter dated August 9, 1974 and note the encumbrance mentioned therein.

1 Verstoeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 14 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To
Bring Up ___/___/___
Other

By: f
Floyd O. Scott
Right of Way Description Engineer

FOS:rh
Attach.

MBO #10 Region

OREGON STATE HIGHWAY DEPARTMENT

WORK ORDER
MAINTENANCE OR BETTERMENT

CLASS OF WORK

- [x] MINOR BETTERMENT
- [ ] EXTRA GANG MAINTENANCE
- [ ] SECTION MAINTENANCE
- [ ] BRIDGE BETTERMENT
- [ ] BRIDGE MAINTENANCE
- [ ] BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY
- [ ] MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY
- [ ] PARKS—MAINT AND BETTERMENT

FORM E 640 (REV. 9-68)

PREFIX	DIVISION NUMBER	DISTRICT NUMBER	FOR THE YEAR	DATE SUBMITTED
15-1240	III	8	1973-74	4-11-74

HIGHWAY	NAME OF SECTION, BRIDGE OR PARK
Rogue Valley Hwy. #63	Medford to Ashland

NAME, TYPE AND PURPOSE OF WORK	FROM MILE POST	TO MILE POST	AUTHORIZATION (1ST, 2ND, 3RD, ETC.)
Construct left turn refuge	08.81		1st

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST	FUNCTION	AMOUNT
Construct left turn refuge at intersection of Charlotte Ann Drive and Rogue Valley Highway. Work consists of paving, grading, grubbing, drainage and inlets.	161	500
	111	10,500
	143	7,500
	104	6,500

Labor	3,000
Equipment	2,800
Supplies	17,000
	22,800
Contingencies	2,200
	25,000

MBO Authorization	180,200
Previous MBO	87,712
This Order	25,000
Total MBO to date	112,712

DATE WORK TO START: April 29, 1974

ESTIMATED DATE OF COMPLETION: May 24, 1974

INSTRUCTIONS:
1. ORIGINATOR—Submits 3 copies to Division Engineer for approval.
2. DIVISION ENGINEER—Sends original to Controller for budget control.
3. DIVISION ENGINEER—Files 2nd copy and returns approved 3rd copy to Originator.
4. ORIGINATOR—Uses approved 3rd copy as his authority to perform work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

THE CONTROLLER WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES ARE TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate . . . 25,000

Amount previously authorized under this order . . . . . —

Increase or decrease in authorization . —

Submitted by: George R. Thornton

Approved: James Gale
DIVISION ENGINEER

NOTES: A separate work order is to be submitted for each class of work.
This order does not constitute authority for expenditures until approved and returned.
NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE DIVISION ENGINEER. MH

1979 Kingwood St. (Florence) 8917
Sec.
(Grade, pave, stripe & sign)

CSR 6413 2-2-78
QAA 9586 7-21-78

accounting says they do not show this

PE
Exempt 10/11/78
ATD 51C-4/100 cc 191C

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Gene Wobbe
Plants & Associates
510 Kingwood
Florence, OR 97439

January 7, 1982

In Reply Refer to
File No.: CON 5

Dear Gene:

At the request of Doug Greene I will try to respond to some of your questions concerning the Kingwood Street section in the city of Florence. I have also discussed engineering costs incurred by Plants & Associates with our Salem office. I am afraid the news is not good.

Construction engineering was to be performed by the city of Florence. Evidently what happened is that the city either was not aware or did not understand that construction engineering was to include all paperwork and documentation involved. To satisfy FHWA this responsibility evidently fell on Plants & Associates to complete the project and still receive federal participation.

This project has now been completely closed and any federal funds remaining have now been assigned to complete other ongoing projects. Perhaps if we had become aware of these additional costs at the time the project was still ongoing, we could have done some renegotiating of the consultant agreement between Plants & Associates and the city of Florence. As it stands now, your only course of action would have to be with the city of Florence and see if they will provide any additional funding for your extra work you feel was not covered by the contract.

If I may be of any further assistance please call or write.

Cordially,

ALFRED SHIRLEY, JR., P.E.
Region Engineer

ORIGINAL SIGNED BY JACK AYRES

By JACK AYRES
Region Federal Aid Specialist

ja/cp

cc: H. Reynoldson
D. Greene

Form 734-6122

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

EUGENE, OREGON

December 11, 1981

FILE:

FROM: D.W.Greene
Project Manager

SUBJECT: Itemized Statement of Final Costs
Kingwood Section
City of Florence
SOS-2001(1)
Contract No. 8917

TO: Alfred Shirley
Region Engineer

Attn: Jack Ayres

As per our telephone conversation this date, attached hereto is copy of Itemized Statement of Final Costs furnished City of Florence. As we discussed, this billing indicates $4,390.57 for construction engineering. Plants & Associates did not receive any payment for the inspection and office work for this project and are wondering if there are funds available for the work they did on this portion of the project. They are aware that they were to do the construction staking but the inspection and office work in their opinion was outside the work that was required by their contract with the city. I am sure it is or was a problem between the city and their consulting engineer but I would appreciate your investigating and advising Gene Wobbe of Plants & Associates of your findings.

Enclosure
DWG:wh
cc: File

ROSEBURG REGION
RECEIVED
DEC 14 1981

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-6-81

CITY Florence Contract No. 8917 Date Completed 1-10-80

PROJECT # SOS-2001(1) Section Kingwood Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
PE	
Consultant	$ 6,199.39
State	2,303.23
	$ 8,502.62
Construction	
Payment to Contractor	$ 69,875.72
Engineering	4,390.57
Liquidated Damages	- 750.00
EEO Monitoring Expense	109.47
	$ 73,625.76
	82,128.38

Federal Funds----------	$64,500.00
City Advance Deposit-------	20,740.00
Less Project Cost ---------	82,128.38
REFUND DUE CITY	$ 3,111.62

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
DEC 4 1981
NOTED:

Reference: Billing Form CC 81-56

Form 734-1191 (Rev. 5/77)

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

OREGON STATE HIGHWAY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-6-81	CC 81-56	

BILL TO: Code:

City of Florence

City Hall

Florence, Oregon 97439

Attn: Mr. M.L. Degernes Jr., City Manager

CREDIT DISTRIBUTION

320-1935-295
320-1023-295

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Kingwood Street in the City of Florence. This is an Off-Systems Project #SOS-2001(1).			

Federal Funds ---------- $64,500.00
City Advance Deposit ------- 20,740.00
Less Project Cost ---------- 82,128.38
Refund Due City $ 3,111.62

Advance Deposit Amount	1,100.00 $ 19,640.00
Advance Deposit Previously Transferred to Highway Fund	16,540.00 $ ~~17,040.00~~ Per Accting
Balance	4200.00 $ ~~2,000.00~~
Transfer to Highway Fund	1,088.38 $ -----
Refund Due	3111.62 $ ~~2,800.00~~

Amount Due . . . . . $

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 2019, CC 2003

Submitted by:

Harold Reynoldson
HAL REYNOLDSON

Approved:

D.E. SWAN

SP*35736-734

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Kingwood Street (Florence) City Street, Lane County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by Lee C. Plants	All Required			$ 6,199.39	
	State	All Required			1,495.61	
	Total Participating Preliminary Engineering				$ 7,695.00	
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+25 To Sta. 11+00)					
	Final Contract Payment Summary	Lump Sum			67,396.65	
	Construction Engineering					
	State	All Required			750.00	
	Liquidated Damages	Lump Sum			(750.00)	
	Total Participating Construction Engineering				-0-	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			109.47	
	Total Participating Cost				$75,201.12	
	Nonparticipating Cost					
	Preliminary Engineering	All Required			807.62	
	Interest on Final Payments	All Required			125.85	
	Construction Engineering	All Required			3,612.30	
	Final Contract Payment Summary	Lump Sum			2,353.22	
	Total Nonparticipating Cost				$ 6,898.99	
	Total Project Cost				$82,100.11	

Prepared based on Participating Costs as shown on Federal Billing as of 8/13/81.

1495.61
807.62
2303.23

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. [illegible](1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9-6-78 To: 3-18-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
		Federal Funds Limited			
$82,100.11	$75,201.12	88.77%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		3/6/81

M.E. Sloop, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1981 — PAGE 490

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	320	1932	296	00	N 9		1,049.71CR	10,890.42CR
	320	1932	298	00	N 9			9,340.71
	320	1932	901	00	P 1			3,833.05
	320	1932	905	00	P 1			5,097.27
	320	1932	910	00	P 1			231.28
	320	1932	911	00	P 1			137.78
	320	1932	913	00	P 1			22.64
	320	1932	914	00	P 1			71.15
	320	1932	920	00	P 1			114.12
	320	1932	921	00	P 1			1,189.63
	320	1932	922	00	P 1			54.11
	320	1932	923	00	P 1			89.62
			TOT		P1			10,890.42
			TOT		N9	5,982.21CR		
			** JOB TOTALS **			5,982.21CR**	**	10,890.42 **

KINGWOOD & 10TH FLORENCE — CONT NO — * FA PROJ NOS SOS 001001 100 — STATE

	320	1935	295	00	N 9			800.00
	320	1935	296	00	N 9			7,400.00CR
	320	1935	298	00	N 9			6,600.00
	320	1935	901	00	P 1			166.30
	320	1935	904	00	P 1			6,199.39
	320	1935	905	00	P 1	797.74CR	797.74CR	27.48
	320	1935	905	00	N 1	797.74	797.74	797.74
	320	1935	914	00	P 1			65.81
	320	1935	920	00	P 1			67.50
	320	1935	921	00	P 1			532.96
	320	1935	922	00	P 1			18.05
	320	1935	922	00	N 1			9.88
	320	1935	923	00	P 1			421.52
			TOT		P1	797.74CR	797.74CR	7,695.00
			TOT		N1	797.74	797.74	807.62
			** JOB TOTALS **			**	**	8,502.62 **

SPTC RR X'ING-32ND AV SPFLD — CONT NO — FA PROJ NOS RRS 255001 100 — STATE

	320	1936	296	00	N 9			472.58CR
	320	1936	298	00	N 9			472.58
	320	1935	905	00	P 1			61.68
	320	1936	910	00	P 1			429.23
	320	1936	920	00	P 1			14.67
	320	1936	923	00	P 1			29.54
			TOT		P1			535.12
			** JOB TOTALS **			**	**	535.12 **

BNSR 2ND XING-GRFL-EUG — CONT NO — * FA PROJ NOS RRS 075002 100 — STATE

	320	1937	905	00	N 1			56.10

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS 80	ACTIVE YRS 200
	320 1017	915 00	P 1		54.62	394.39	81	81
	320 1017	945 00	P 1		6.46	12.81	81	81
		TOT	P1		61.08	88,645.21		
		TOT	N1			105.73		
		** JOB TOTALS **		**	61.08 **	88,750.94 **		
KINGWOOD ST-FLORENCE	CONT NO 8917 X FA PROJ NOS SOS 001001 100						STATE	
	320 1023	201 00	P 1	2,353.22CR	2,353.22CR	67,196.65	79	81
	320 1023	201 00	N 1	2,353.22	2,353.22	2,353.22	81	81
	320 1023	203 00	P 1			750.00CR	80	80
	320 1023	208 00	N 1			125.85	81	81
	320 1023	270 01	P 9			15,740.00	80	80
	320 1023	296 00	N 9			73,640.00CR	79	80
	320 1023	297 00	N 9			57,900.00	79	80
	320 1023	298 00	P 1			750.00	79	81
	320 1023	900 00	N 1	3,365.64CR	3,365.64CR	3,365.64	81	81
	320 1023	900 00	P 1	3,365.64	3,365.64		79	81
	320 1023	920 00	P 1	54.12CR	54.12CR	54.12	81	81
	320 1023	920 00	N 1	54.12	54.12		79	81
	320 1023	921 00	P 1	143.06CR	143.06CR	143.06	81	81
	320 1023	921 00	N 1	143.06	143.06		81	81
	320 1023	945 00	P 1	49.48CR	49.48CR	49.48	81	81
	320 1023	945 00	N 1	49.48	49.48	28.27	81	81
	320 1023	948 00	N 1	28.27	28.27	109.47	79	80
	320 1023	985 00	P 1					
		TOT	P1	5,966.52CR	5,966.52CR	67,506.12		
		TOT	N1	5,993.79	5,993.79	6,119.64		
		** JOB TOTALS **		28.27 **	28.27 **	73,625.76 **		
CORST FK WILL R (HARRISON) BR CONT NO 8998 X FA PROJ NOS M 560001 100						M 560001	STATE	
	320 1024	201 00	P 1		600.00CR	288,946.81	79	81
	320 1024	201 00	N 1			718.93	81	81
	320 1024	203 00	P 1		600.00		80	80
	320 1024	208 00	N 1			84.06CR	80	80
	320 1024	270 01	P 9			365.99	79	81
	320 1024	296 00	N 9		222.38CR	291,614.46CR	79	81
	320 1024	297 00	N 9			95,900.00	79	81
	320 1024	298 00	N 9		222.38	246,114.46	79	81
	320 1024	900 00	P 1			9,100.26	79	81
	320 1024	920 00	P 1			97.31	79	81
	320 1024	921 00	P 1			14.30	79	81
	320 1024	928 00	N 1			39.72	79	81
	320 1024	945 00	P 1			25.46	81	81
	320 1024	948 00	N 1	.91	25.81	25.81	81	81
	320 1024	985 00	P 1			176.68	79	79
		TOT	P1			277,970.68		
		TOT	N1	.91	25.81	744.74		
		** JOB TOTALS **		.91 **	25.81 **	278,715.42 **		

#8917 3-16-1 L.

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8917

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-2001(1)	Lane	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, additional and incidental, involved construction of street subgrade, aggregate base and asphalt pavement, and concrete curb.

Work was completed on January 10, 1980 on the Kingwood Street (Florence) Section.

RECEIVED STATE HWY ENGR MAR 18 '81 REFER TO Kearsey FOR

Info	Invest	R/D	D/R	Sign	Act	File

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ray E. Wells, Inc.	$ 69,974.25

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

CY 10 3-18-81

SIGNATURE *(SHD Official)* A Kearsey

TITLE Assistant State Highway Engineer

8. REMARKS	9. IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width 42 feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.	6201	0.344	42	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	3-11-81

12. IN COMPANY WITH
Unaccompanied

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant		16. SIGNATURE Signed Engineer By C. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-16-81	17. TITLE Field Operations Engineer	18. DATE 3-16-81

FORM FHWA-33C (Rev. 7-72) Previous editions of this form are obsolete

8917

December 18, 1980

Rollins Burdick Hunter of Oregon, Inc.
300 Pacwest Building
Portland, OR 97201

CCH 5
#8917

Gentlemen:

On December 8, 1980, we wrote to you concerning release of final payment on Contract No. 8917 awarded to Ray E. Wells, Inc., for work on Kingwood Street in Florence, Lane County.

Final payment on this contract is $3,463.65 and the total contract amount is $66,999.87. No work was performed under force account.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

dmt

cc: Employers Insurance of Wausau
2060 Kingwood Drive
Wausau, WI 54401

Ray E. Wells, Inc.
P. O. Box 1009
Florence, OR 97439

bc: C. T. Keasey
Walt Hart
Alfred Shirley

#8917 12-10-80 File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

8917

RESIDENTS ENGINEER'S REPORT

Florence

Kingwood Street - Florence
City Street
Lane County
Contract No. 8917
January 1980

Award of contract to Ray Wells, Inc. on May 4, 1979, with 100 calendar work days specified for completion of contract, commencing on May 18, 1979.

A preconstruction conference was held May 21, 1979. A preconstruction plan review with Ray Wells, Inc. job foremen was held on May 25, 1979, with work starting on June 7, 1979.

Clearing and grubbing operations started on June 7, 1979, and were completed June 11, 1979.

Storm drain installation was started June 12, 1979, with 24-inch pipe. On June 15, 1979, a waterline was encountered on grade on Tenth Street. This was lowered June 18, 1979, by the City of Florence, and 18-inch storm drain was completed June 19, 1979.

Excavation started June 20, 1979, and was completed July 3, 1979.

Base rock operations were started July 3, 1979, at stations 8 + 50 - 11 + 00 right ½ for the convenience of residents. Rock operations were completed July 26, 1979.

Curb and gutter installation was started July 16, 1979 and completed July 17, 1979.

Asphaltic concrete paving started July 27, 1979, and was completed July 31, 1979. Paving job was awarded fifth place in the city street category in the 1979 Best Asphalt Paving by "Asphalt Pavement Association of Oregon".

General clean-up was completed August 7, 1979.

A stop work order was issued August 14, 1979, as a result of the dry sand condition which prohibited the planting of beach grass for stabilization. The stop work order was lifted on December 21, 1979. Stabilization grass planting was started January 8, 1980, and completed January 10, 1980. Planting was expanded to include areas beyond steep slopes because of tunnel wind effects on this project. Stabilization on this contract was cutoff after completion of planting on the west side of this project after it exceeded contract quantities, and the City of Florence agreed to be responsible for excess planting. Further planting on this contract would probably have

resulted in a claim against bid item 5, slope stabilization, as the contractor was on penalty at this time.

The contract work was completed on January 10, 1980.

LEE C. PLANTS, P.E., P.L.S
EUGENE M. WOBBE, P.L.S
MARVIN S. KRUSH, P.L.S
ROBERT W. KNOX
CARL A. KNOWLES, JR.
JON E. STRINGER
LARRY J. BESKOW
DAVID S. DAVIS

PLANTS & ASSOCIATES
PROFESSIONAL ENGINEERS
& LAND SURVEYORS

BRANCH OFFICE:
510 KINGWOOD STREET
FLORENCE, OREGON 97439
503 / 997-8411

MAIN OFFICE
54 CENTENNIAL LOOP
EUGENE, OREGON 97401
503 / 686-9211

Section: Kingwood Street (Florence)
Highway: City Street
County: Lane

Contract No.: 8917
F.A. No.: SOS-2001 (1)
Prefix: 320-1023

	ORIGINAL AUTHORIZATION	SEMI-FINAL ESTIMATE	% OVERRUN OR UNDERRUN
Contract Amount	$69,974.25	$68,790.00	-1.69
Anticipated Items	100.00	0.00	-100
Contingencies	3,153.34	0.00	-100
Engineering	7,007.43	Unknown	
Liquidated Damages & Penalties	0	-750.00	
Totals	$80,235.02	$68,040.00	

EXPLANATION OF OVERRUNS AND UNDERRUNS

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% UNDERRUN OR % OVERRUN
(1)	Clearing & Grubbing	Lump Sum	100%	100%	0.0
(2)	Removal of Structures & Obstructions	Lump Sum	100%	100%	0.0
(3)	General Excavation Original Estimate in error	Cu. Yds.	4,363	5,331.90	+22.21
(4)	Ditch Excavation Original Estimate in error	Cu. Yds.	50	35.60	-28.80
(5)	Slope Stabilization Additional amount necessary to insure adequate erosion protection.	Sq. Ft.	12,000	15,028	+25.23
(6)	1 ½"-0 Aggregate Base	Cu. Yds.	1,850	1,829	-1.14
(7)	Class B Asphalt Conc Refer to P.A. # 1	Tons	400		
(8)	Class C Asphalt Conc. All required for substantial compliance with specifications.	Tons	400	358.65	-10.34
(9)	18-Inch Culvert Pipe	Lin. Ft.	62	66.50	+7.26

LEE C. PLANTS, P.E., P.L.S
EUGENE M. WOBBE, P.L.S
MARVIN S. KRUSH, P.L.S
ROBERT W. KNOX
CARL A. KNOWLES, JR.
JON E. STRINGER
LARRY J. BESKOW
DAVID S. DAVIS

PLANTS & ASSOCIATES
PROFESSIONAL ENGINEERS
& LAND SURVEYORS

BRANCH OFFICE:
510 KINGWOOD STREET
FLORENCE, OREGON 97439
503 / 997-8411

MAIN OFFICE
54 CENTENNIAL LOOP
EUGENE, OREGON 97401
503 / 686-9211

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% UNDERRUN % OVERRUN
(10)	24-Inch Culvert Pipe	Lin. Ft.	86	86	0.0
(11)	18-Inch Sewer Pipe	Lin. Ft.	45	45	0.0
(12)	24-Inch Sewer Pipe	Lin. Ft.	210	215	+2.38
(13)	Concrete Manholes	Each	1	1	0.0
(14)	Concrete Inlets	Each	4	4	0.0
(15)	Concrete Driveways	Sq. Yds.	63	62.71	-0.16
(16)	Concrete Curbs	Lin. Ft.	2,126	2,148.5	-1.06
(17)	Adjusting Manholes	Each	1	1	0.0
(18)	Adjusting Boxes	Each	3	3	0.0
PRICE AGREEMENTS					
(1)	Class C AC Mix	Tons	400	372.76	-6.85

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
SEP 26 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Kingwood Street	WEEK ENDING: 1/12/80	
	SECTION PREFIX: 320-1023	
HIGHWAY: City Street	COUNTY: Lane	
NAME OF JOB: Kingwood Street (Florence)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Ray Wells, Inc.	CONTRACT NUMBER: 8917	FEDERAL AID PROJECT NUMBER: SOS-1023 (1)
DATE OF CONTRACT: May 4, 1979	DATE WORK STARTED: June 7, 1979	ESTIMATED COMPLETION DATE: January 11, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 110
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 110%
PROJECT AUTHORIZATION: $ 80235.02		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 93.94%
EXCLUSIVE OF ENGINEERING: $ 73227.59	ENGINEERING AUTHORIZATION $ 7004.43	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 85.736%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 73227.59	ENGINEERING COST TO DATE $	DATE PROJECT WAS COMPLETED: 1/10/80
ESTIMATED PERCENT: OVERRUN / UNDERRUN 6.06%	PERCENT OF AUTHORIZATION ____%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.21	0.21			0.21
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.21	0.21			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4363 cu yds	1850 cu yds			800 tons
TOTAL QUANTITIES CORRECTED TO DATE	5331.9 cu yds	1758 cu yds			731.41 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5331.9 cu yds	1758 cu yds			731.41 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Overcast	1		
TUESDAY	Rain	1		
WEDNESDAY	Rain/w clearing	1		
THURSDAY	Cloudy	1		
FRIDAY	Rain	0		Construction completed
SATURDAY	Rain	0		Construction completed

RECEIVED
JAN 24 1980
CONSTRUCTION BRANCH

Kelsay Richards
Jackman Berg
Hopkins Inloes
Williams Widmer
Johnson Gebauer
Glenn Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	----------
MONDAY	----------
TUESDAY	----------
WEDNESDAY	Slope Stabilization - Beach Grass Planting Station 0 + 91 to Station 4 + 50
THURSDAY	Slope Stabilization - Beach Grass Planting Station 4 + 50 to Station 4 + 24 Project Completed
FRIDAY	----------
SATURDAY	----------

REMARKS

RECEIVED
JAN 24 1980
CONSTRUCTION
BRANCH

SIGNED Eugene M. Hobbs LOCATION Florence

PRIME RESIDENT SUBMIT 6 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 8 COPIES.

SP-F216

8917

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6656~~ 440-3399

September 5, 1979

Mr. M. J. Shaw
City Manager Pro Tem
City Hall
Florence OR 97439

In Reply Refer to
File No.: CDN 5

Dear Mr. Shaw:

Attached is a construction engineering billing from Mr. Lee C. Plants, P.E., of Eugene. Also attached are letters from Mr. Plants and Mr. John Isadore, then City Manager, indicating just how construction engineering payments would be handled on the Kingwood and 10th Street project.

This billing, as indicated in the two letters, is the responsibility of the City of Florence.

If I may be of further assistance, please call or write.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal Aid Engineer

ja/cw
Attach.

cc D. H. Moehring
Larry Asburry
D. W. Greene

PROJECT MANAGEMENT BRANCH
ASTE ☒ STE ☐
PLE ☐ RE ☐ PRE ☑
SEP 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 734-8122

8917

SAMPLE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-104		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1	6-7-79	Project Number SOS-2001(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7[illegible]700.00	$ 87,934.00
Federal funds	$ 6,600.00	$ 64,500.00
Other revisions		

This modification is made for the following reasons: To add Construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Weathers

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

File

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. SOS-2001(1)

KINGWOOD STREET (FLORENCE)
CITY STREET, LANE COUNTY

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 7,700.00
Type Code 6201			
Roadway (Sta. 0+25 to Sta. 11+00)			
Clearing and Grubbing	All Required		$ 2,100.00
Removal of Structures and Obstructions	All Required		1,300.00
General Excavation	4,363 Cu.Yd.	0.94	4,101.22
Ditch Excavation	50 Cu.Yd.	1.51	75.50
Slope Stabilization	12,000 Sq.Ft.	0.12	1,440.00
1 1/2"-0 Aggregate Base	1,850 Cu.Yd.	8.35	15,447.50
Class "B" Asphalt Concrete	400 Ton	23.62	9,448.00
Class "C" Asphalt Concrete	400 Ton	24.52	9,808.00
18-inch Culvert Pipe	62 Lin.Ft.	19.36	1,200.32
24-inch Culvert Pipe	86 Lin.Ft.	25.51	2,193.86
18-inch Sewer Pipe	45 Lin.Ft.	19.45	875.25
24-inch Sewer Pipe	210 Lin.Ft.	25.62	5,380.20
Concrete Manholes	1 Each	1,122.12	1,122.12
Concrete Inlets, Type Curb	4 Each	469.26	1,877.04
Concrete Driveways	63 Sq.Yd.	16.04	1,010.52
Concrete Curbs	2,126 Lin.Ft.	5.82	12,373.32
Adjusting Manhole	1 Each	108.00	108.00
Adjusting Boxes	3 Each	37.80	113.40
			$ 69,974.25
Anticipated Items			
Temporary Erosion Control	All Required		$ 100.00
	Subtotal		$ 70,074.25
	Engineering		10,159.75
	Total		$ 80,234.00

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. SOS-2001(1)

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,700.00	$ 6,600.00	$ 1,100.00
Roadway	80,234.00	57,900.00	22,334.00
Total	$ 87,934.00	$ 64,500.00	$ 23,434.00

Group 1 100%
Contract No. 8917
Prefix 320-1935
Prefix 320-1023

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 9-230	**FEDERAL-AID PROJECT AGREEMENT** 9-22-78	County: Lane
		Project No.: SOS-2001(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Kingwood & 10th Streets (Florence)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-5-78	0.35
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,700.00	$ 6,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 22 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. if in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, OR September 19, 1978

Federal Aid Project
No. SOS-2001(1)

Kingwood St. & 10th St. (Florence) Section
in Lane County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 7,700.00
	Total	$ 7,700.00

Length of Project - - - - - - - - 0.35 miles

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,700.00	$ 6,600.00	$ 1,100.00
Retain in Program (PS & E)	75,000.00	57,900.00	17,100.00
Total	$82,700.00	$64,500.00	$18,200.00

Group 1 - 100%
Prefix 320-1935

8917

April 27, 1979

City of Florence
City Hall
Florence, Oregon 97439

Attn: Mr. John Isadore
City Manager

Gentlemen:

On April 25, 1979 a satisfactory bid was received from Fay Wells Inc., P.O. Box 1609, Florence, Oregon 97439 for the Kingwood Street Section, SOS-2002(1).

This is an OFF SYSTEM project and based upon the contractor's bid the City's advance deposit is as follows:

Bid Items	$89,974.25
Erosion Control	100.00
4% Contingencies	3,153.34
10% Engineering	7,007.43
Est. Construction Costs	$80,235.02
Est. PE Costs	5,000.00
Est. Total Project Cost	$85,235.02
Less Federal Funds	64,500.00
Less Advance Deposit for PE	1,100.00
City's Share will be	$19,635.02

By rounding the Advance Deposit will be $19,640.00

Please make your check in the amount of $19,640.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

Very truly yours,

Gerald Winer
Local Government Engineer

Rec'd 5/4/79 Informed Steve Mounts at Region

GW:pf
bcc w/AD # 626: Vern Skoog - Please return completed AD # 626 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT P1				69.17
		** JOB TOTALS **		**	**	69.17 **
CITY OF EUGENE PAVE MKNG	CONT NO	FA PROJ NOS PMS 005072 100				00 STATE
	320 1927	296	00 N 9		157.73CR	157.73CR
	320 1927	298	00 N 9		157.73	157.73
	320 1927	901	00 P 1			127.43
	320 1927	905	00 P 1		30.30	30.30
		TOT P1			30.30	157.73
		** JOB TOTALS **		**	30.30 **	157.73 **
VENETA-6TH-TERRITORIAL HWY	CONT NO	FA PROJ NOS SOS 002001 100				STATE
	320 1932	295	00 N 9		500.00	500.00
	320 1932	296	00 N 9		4,700.00CR	4,700.00CR
	320 1932	298	00 N 9		4,200.00	4,200.00
	320 1932	901	00 P 1		3,428.05	3,428.05
	320 1932	905	00 P 1	392.80	2,622.82	2,622.82
	320 1932	910	00 P 1		281.28	281.28
	320 1932	911	00 P 1		137.75	137.75
	320 1932	913	00 P 1	22.44	22.44	22.44
	320 1932	914	00 P 1		57.52	57.52
	320 1932	920	00 P 1		12.14	12.14
	320 1932	922	00 P 1	4.50	13.00	13.00
	320 1932	923	00 P 1	12.94	12.94	12.94
		TOT P1		432.68	6,587.94	6,587.94
		** JOB TOTALS **		432.68 **	6,587.94 **	6,587.94 **
KINGWOOD & 10TH FLORENCE	CONT NO	FA PROJ NOS SOS 001001 100				STATE
	320 1935	296	00 N 9	136.04CR	1,682.94CR	1,682.94CR
	320 1935	298	00 N 9	136.04	1,682.94	1,682.94
	320 1935	901	00 P 1		300.43	300.43
	320 1935	905	00 P 1		820.72	820.72
	320 1935	914	00 P 1	1.80	65.81	65.81
	320 1935	920	00 P 1	51.36	63.50	63.50
	320 1935	921	00 P 1	188.87	514.15	514.15
	320 1935	922	00 P 1		18.05	18.05
	320 1935	922	00 N 1		9.88	9.88
	320 1935	923	00 P 1		421.52	421.52
		TOT P1		242.03	2,204.18	2,204.18
		TOT N1			9.88	9.88
		** JOB TOTALS **		242.03 **	2,214.06 **	2,214.06 **
29TH AVE-ALDER ST (EUGENE)	CONT NO	FA PROJ NOS M 145001 100				00 STATE
	320 1949	295	00 N 9			1,500.00
	320 1949	296	00 N 9	127.12CR	1,241.21CR	8,543.17CR

8917

CITY OF FLORENCE

P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

April 3, 1979

Mr. Jack Ayres
Regional Federal-Aide Engineer
Department of Transportation
P.O.Box 1128
Roseburg, Oregon 97470

Re: Kingwood Street Project, Florence

Dear Mr. Ayres:

This will advise you, the City of Florence requests the State of Oregon reject all bids on the above project due to the failure of the low bidder to comply with the minority contractor provisions of the law.

This request is made under protest, as it represents a very minor technicality, unreasonably delaying an already much delayed project due to processing lags and effectively "shops" the bid when released to the press.

The State Division of Highways, in the opinion of the City of Florence, has unreasonably delayed this project due to a lack of diligent pursuit and "nit-picking", with a great inconvenience to the City of Florence and very possibly a higher cost.

Sincerely,

John F. Isadore
City Manager
At direction of the
Common Council.

cc: Director, State Division of Highways
Senator Jason Boe
Senator Del Isham
Senator Jack Ripper
Governor Victor Atiyeh

JFI/mrs

Copy to Jerry Wilmot

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ TAE ☐ OPE ☐
APR 6 1979
File: PM FA
TAA CO OP
Ayres says he discussed

w/ Sheldon before 4-4-79 council meeting. — Doesn't plan a further response unless use Stan Rudiman Dropped

8917

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
April 2, 1979

RECEIVED
APR 2 1979
CONSTRUCTION BRANCH

FILE

Casey, Richards, Raymond, Berg, Sloan, Williams, Johnsen, Glenn, Church

FROM: Gareld Inloes
EEO & Labor Compliance Coordinator

SUBJECT: Contract Letting of
3-29-79
Kingwood St. (Florence)
Project

TO: THE FILES

3-29-79: A review of the subject project bid documents revealed the "low bidder", Ray Wells, Inc.'s, intent to subcontract a portion of the work. The documentation form identifying his MBE solicitation was made to a disconnected telephone on 3-15-79. I consulted Jack Sollis for his interpretation.

3-30-79: Jack Sollis advised G. W. Wimer and me that the above solicitation was not considered a "good faith" effort and that Ray Wells, Inc.'s Bid Proposal be considered nonresponsive.

To assure that contact was not made by some other means than the attempted telephone call, I contacted Mr. Wells by telephone. I asked Mr. Wells if he had contacted the M.B.E., Redman Construction Supply; he said, "no, the telephone had been disconnected, and that was the extent of his MBE solicitation". Mr. Wells said that Redman Construction Supply was the only MBE in our list whose specialty was "Curb & Gutters"; those that were listed as doing curbs were not considered.

Wimer and I advised E. S. Hunter of the legal review of the above bid.

GI:mk

cc: Jack Sollis
Jerry Wimer

PROJECT MANAGEMENT
PME [ ] CCE [ ] OM [ ]
LG [ ] IAE [ ] OPE [ ]
APR 2 1979
File: PM FA
LG CP
IAA Macnab
File w/ bidding info

8417

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-7-79

FEDERAL AID PROJECT NO. SOS-2001(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80387

RECEIVED
STATE HWY ENGR
MAR 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-5-78	3-7-79	non Federal-aid	City Street

GENERAL LOCATION:

Kingwood St. and 10th St. (Florence) Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated February 28, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-7-79	S. K. Hamm	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8117

3-2-79

2020

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-2001(1)
Project Name Airport Road - 10th St. Section
Kingwood Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Florence, Oregon, this 2nd day of March, 1979

City of FLORENCE

Roger W. McCorkle
Mayor

Certified By:
Margaret A. Nelson
Regional Right-of-Way Supervisor
Date 3-14-79

Alice M. Hunt
City Recorder

Instructions: Complete A or B and C.
R/W File No.

8917

Florence

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 28, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening March 29, 1979

TO: D. H. Moehring, Manager
Project Management

Federal-aid Project No. SOS-2001(1) Highway No. 2020 - City

Federal-aid Project Name Kingwood St. (Florence)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RECEIVED
FEB 28 1979

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Section Kingwood St (Florence) Programming Estimate $ _____

Highway 2917 City Street Project Length _____

County Lane Completion Time 100 Cal. days

Kind of Work Grade & Pave _____

Prefix 320-1935 FA Project No. 05-2002 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 83158.00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-13-79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir./Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir./Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storerooms	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 3
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM (SIGN): Proj. Mngt.

COMMENTS: Please inform the City.

Form 735-0202 (7/78) BP*73688-704

100 ✓

$ 100.-

	$ 83,258.—
Contingencies (4-1/2%)	3746.61
Engineering (10 %)	8325.80
~~SUBTOTAL~~	$
~~Credit for~~ _____	
Estimated Net Authorization, Construction	$ 95,330.41
Federal share	64,500.00
Less prior City advance deposit	1,100.00
Est. remaining City share	29,730.41

APPROVED

_____
Road Design Engineer

2/27/79 Jack Ayers is to call the city and inform them about the addl cost of the PE +2,000

Section Kingwood St (Florence) Programming Estimate $ _____

Highway City Street Project Length _____

County Lane Completion Time 100 Cal. days

Kind of Work Grade & Pave _____

Prefix 320-1935 FA Project No. 05-2002 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 83,158.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100 ✓	
State Furnished _____		$ 100.-
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 83,258.-
Contingencies (4-1/2%)		3746.61
Engineering (10 %)		5325.80
~~SUBTOTAL~~		$
~~Credit for~~ _____		
Estimated Net Authorization, Construction		$ 95,330.41
	Federal share	$ 64,500.00
	Less prior City advance deposit	$ 1,100.00
	Est. remaining City share	$ 29,730.41

APPROVED

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Kingwood St (Florence)

County Lane

Kind Of Work

Length

Name Day

2-12-79-0

No	Item	Code	Unit	Quant.	Unit Cost	Total
	~~Mobilization~~ out 2-12-79		Johnson - Day Tel Co			
	Clearing and Grubbing		All	All	—	1,000 00
	Removal of Structures and Obstructions		All	All	—	100 00
	General Excavation		Cu Yd	4,363	4 00	17452
	Ditch Excavation		Cu Yd	50	10 00	500
	Slope Stabilization		Sq Ft	12,000	0 10	1200
	1½"-0 Aggregate Base		Cu Yd	1850	9 00	16,650
	Class "B" Asphalt Concrete		Ton	400	25 00	10,000
	Class "C" Asphalt Concrete		Ton	400	25 00	10,000
	18-inch Culvert Pipe		Lin Ft	62	20 00	1240
	24-inch Culvert Pipe		Lin Ft	86	25 00	2150
	18-inch Sewer Pipe		Lin Ft	45	20 00	900
	24-inch Sewer Pipe		Lin Ft	210	25 00	5250
	Concrete Manholes		Each	1	1200 00	1200
	Concrete Inlets, Type Curb		Each	4	500 00	2000
	Concrete Driveways		Sq Yd	63	21 00	1323
	Concrete Curbs		Lin Ft	2126	5 50	11,693
	Adjusting Manholes		Each	1	200 00	200
	Adjusting Boxes		Each	3	100 00	300

8917 1-23-79

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	TYPICAL SECTIONS & SUMMARY
3	PLAN & PROFILE

STATE

DEPARTMENT O

STATE HIG

PLANS FO

KINGWOOD ST

CIT

LA

Sketch

1-23-79

KINGWOOD ST. (FLORENCE) SEC. CITY STREET LANE COUNTY			
FED ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	[illegible]	

STATE OF OREGON

TMENT OF TRANSPORTATION

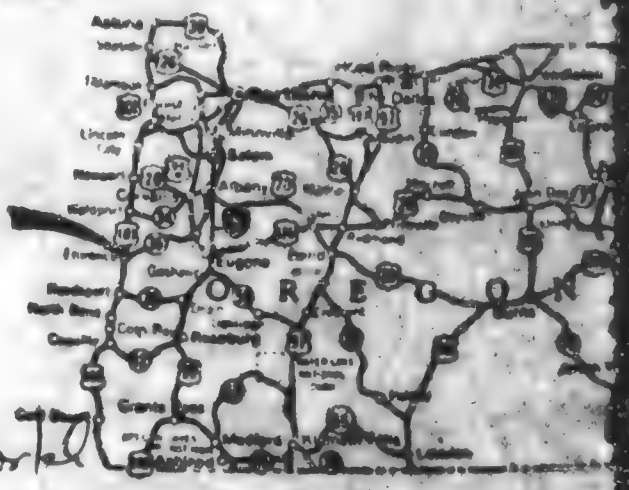
TATE HIGHWAY DIVISION

PRELIMINARY COPY
JAN 15 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PLANS FOR PROPOSED PROJECT

VOOD ST.(FLORENCE) SEC.

CITY STREET
LANE COUNTY



APPROVED
CITY OF Florence
BY MAYOR Roger W. McCarthy
BY RECORDER Alice M Hunt
DATE 1/23/79

Florence

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hellers	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klobos	DIRECTOR OF TRANSPORTATION

PLANS PREPARED FO
CITY OF FLORENCE
BY: LEE G. PLANTE, P
84 CENTENNIAL L
EUGENE, ORE. 97
PH: [illegible]

MAYOR, CITY OF FLORENCE

PLANS AND SPECIFICATI
APPROVED BY:

OREGON DEPARTMENT OF
CONCURRENCE:

DEPARTMENT OF TRANS
FOR FHWA PROJECT

1-23-79

OF OREGON

TRANSPORTATION

IWAY DIVISION

ROPOSED PROJECT

(FLORENCE) SEC.

STREET

COUNTY

PRELIMINARY COPY
JAN 15 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

KINGWOOD ST. (FLORENCE) SEC. CITY STREET LANE COUNTY				SHEET No. 1
FED ROAD D. No.	STATE	PROJECT NUMBER(S)	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

APPROVED
CITY OF FLORENCE
BY MAYOR Roger W. McCorkle
BY RECORDER Alice M Hunt
DATE 1/23/79

Florence

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Heilers	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klebes	DIRECTOR OF TRANSPORTATION

PLANS PREPARED FOR
CITY OF FLORENCE

BY: LEE G. PLANTE, PE
84 CENTENNIAL LOOP
EUGENE, ORE. 97401
PH: (503) 686-8925

MAYOR, CITY OF FLORENCE

PLANS AND SPECIFICATIONS APPROVED BY:

OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8917

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 11, 1979

FILE:

FROM: J. H. Versteeg
Engineering

TO: Frank E. Terpin
Location Engineer

SUBJECT: Project Development
Off-System Projects

Final Design is presently processing four Off-System projects for contracting where scope of project and funding are not compatible. These are as listed:

PROJECT	PROJECT PREPARATION BY	EST.	AVAILABLE FUNDS
Kingwood St. & 10th St. (Florence)	Consultant	$144,000	$95,000
Schumacker St. & Hussey Ave. (Cave Junction)	Consultant	$110,000	$75,000
1st, 2nd, 3rd, 4th & Oak Sts. (Rogue River)	ODOT	$107,000	$78,500
Enterprise (W. Second St.)	ODOT	$132,000	$91,000

Discussed with Jack Ayers - 75,000

25 64 91,000

The first two projects have been returned to Region. The consultant and Local Government Unit are in the process of reducing the scope of the project to fit within available funds. We are presently awaiting word on the third and fourth projects from the Regions as to where the Cities want to cut.

Projects located in the field must be within the local government's funding capability if we are to keep engineering costs at a reasonable level. Engineering costs can bite heavily into the available funds to construct the project if not closely watched on small projects.

The locating engineer or liaison engineer must be knowledgeable of the local government's funding capability, the scope of the project, and the project estimate and must keep these items in line throughout the location phase and design phase if done by a consultant.

Projects should not be forwarded from the Regions to Salem until scope and funding of project are compatible. (Consultants need to prepare an estimate and submit it to Region along with the plans for review.)

It would also be desirable to have along with the submittal of field data (on ODOT developed projects) an indication where we should downscope a project to bring it within fundable limits if needed.

The above has been discussed with Mr. Wimer and he is in the process of alerting our Federal Aid Engineers of this problem area. Any assistance you can generate from the Location Engineer's point of view would be appreciated.

DOC:ab
cc: D. H. Moehring
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz
R. T. Ewen
Gerald Wimer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CE ☐
JAN 11 1979
TAA Reynoldson File: PM FA OP

Are the indicated "available Funds" correct & Consider PE charges @ 100% city funds.

8917

12-78

NOISE STUDY REPORT

10th Street & Kingwood Street
City of Florence
Lane County

Prepared by

Oregon Department of Transportation
Technical Services Branch
T. Pallister, Acoustical Engineer

December 1978

10th Street & Kingwood Street
City of Florence
Lane County

I. Project Description

The project is a reconstruction and improvement of Kingwood Street from Airport Road to 10th Street, and of 10th St. from Kingwood to Maple St. Pavement, curbs 42 ft. apart, drainage facilities, and a bikeway on the west side of Kingwood will be provided, a distance of 1150 feet. On 10th Street, paving, curbs 34 feet apart, and drainage will be provided, a distance of 668 feet.

Kingwood is planned as a major collector for north-south traffic. 10th Street connects the Central Business District to a large residential area.

Because of the uncontrolled access along the project section, this project is categorized as a Type I-B as per Federal-Aid Highway Program Manual Volume 7, Chapter 7, Section 3, Paragraph 4.x.

II. Traffic Noise Analysis

The Federal Highway Administration requires all federal-aid highway projects be analyzed for noise impacts (FHPM 7-7-3). The analysis must include: the predictions of traffic noise levels for each of the alternatives; identification of noise impacted receptors; the evaluation of noise abatement measures which would reduce or eliminate identified impacts; and the implementation of all feasible abatement measures.

II.A. Activities & Land Use Adjacent to the Project

The project is located in an area zoned primarily for residential development. The area also contains many dedicated, but, as of yet, unconstructed streets. Some of these are along this project. There are: Laural, south from 10th; 11th St. west from Kingwood; and 11th and 12th Streets east from Kingwood. Land use zoning along the project roadway is as follows:

--along 10th St.-north side, single family residential;

37-1-76-21

FIGURE 1

--10th St., south side, Multi-family residential;

--Kingwood St., east side and west side from 10th to 12th St., single family residential; and

--Kingwood St., west side, north of 12th St., airport site property.

Existing development (Figure 2) consist of: three (3) homes along Kingwood, one home on the corner of Kingwood and Airport Road, and six homes, a duplex, two apartments and a church along 10th Street.

II.B. Predicted Noise Levels

Noise level predictions were made using the FHWA Highway Traffic Noise Prediction Model. Basic data required by the model includes: traffic volumes (auto's and trucks); vehicle speed; and distance from the roadway centerline. Flat, level terrain was assumed throughout the project. Traffic data used in the analysis is shown in Table I.

Peak noise levels were predicted for the existing condition (1978) and for the future build and no-build alternatives (1988).

As used in this report, noise impacts are defined as noise levels that approach or exceed the FHWA design noise levels (see L_{eq} levels Table II) or when the predicted traffic noise levels substantially exceed the existing noise levels. Since the area land use is residential, the design noise level of L_{eq} 67 dBA, (Category B, Table II) is used. Noise impacts will, therefore, be determined by calculating the distance from the road centerline to the location at which the predicted noise level will equal L_{eq} 67 dBA. Impacted properties will be those which fall within this distance. Using vehicular volumes, the truck percentage, the vehicular speeds, and topography, traffic noise was analyzed at the right-of-way. The right-of-way noise levels were determined for the peak hour traffic volumes, 1978. Results are presented in Table III. Predicted 1988 noise levels were also determined for the build and no-build alternative. These results are presented in Table IV. Where the right-of-way noise level exceeded L_{eq} 67 dBA, the distance from the road centerline was then

EXISTING DEVELOPMENT

FIGURE 2

TABLE I

TRAFFIC VOLUMES

ROADWAY	ALTERNATIVE	YEAR	PEAK HOUR VOLUME	PEAK HOUR TRUCKS	PEAK HOUR SPEED (MPH)
Kingwood Street from 10th Street to Airport Road	No-Build	1978	240	20	30
	No-Build	1988	410	40	30
	Build	1988	410	40	32
10th Street from Maple Street to Kingwood Street	No-Build	1978	12	--	30
	No-Build	1988	18	--	25
	Build	1988	18	--	35

TABLE II

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA 2/ $L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parts or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.
2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.
3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.
4/ See Paragraphs 8a, d, and e for method of application.

TABLE III

PREDICTED NOISE LEVELS @ RIGHT-OF-WAY--1978

Roadway Section	Right-of-Way Noise Level (L_{eq} dBA)
10th Street-North Side -South Side	47 (33')* 44 (25')
Kingwood Street-10th Street to 12th Street -12th Street to Airport Road	66 (33') 65 (30')

*Number in () equals the distance from roadway centerline to the right-of-way line.

TABLE IV

PREDICTED NOISE LEVELS @ RIGHT-OF-WAY--1988

Roadway Section	Right-of-Way Noise Level (L_{eq} dBA) Build	No-Build
10th Street-North Side -South Side	51 (33') 48 (25')	47 (33') 44 (25')
Kingwood Street-10th Street to 12th Street -12th Street to Airport Road	67 (33') 68 (30')	67 (33') 68 (30')

*Number in () equals the distance from roadway centerline to the right-of-way line.

calculated. This condition will exist (1998) along Kingwood Street for both alternatives, build and no-build. The L_{eq} 67 dBA distance from the roadway centerline, no-build, will be 35 feet. The distance for the build will be 40 feet.

II.C. Noise Impacts

Tne design noise levels as established by the FHWA, represent the upper level of acceptable noise for various activities or land uses.

As previously stated, the design noise level for this project, is the L_{eq} 67 dBA. (FHPM 7-7-3 Category B, see Table II). This category applies to residences, motels, and churches, all of which occur within the project area.

The predicted nose levels at the right-of-way along 10th Street are below the L_{eq} 67 dBA criteria and therefore no properties are impacted. The predicted noise levels along Kingwood Street are expected to exceed the L_{eq} 67 dBA design noise level in 1988. The L_{eq} 67 dBA level is to extend 5 to 10 feet beyond the right-of-way. Inasmuch as these areas are used as front or side yards, no residential structures nor activity area's are impacted.

[redacted]

III. Construction Noise

Noise resulting from project construction can, at times, be considered as an impact on the adjoining community. In general, it is considered a transient problem, rarely occuring in any one location for an extensive length of time. The offensiveness is dependent on the complexity and duration of the project.

The variety of equipment, modes of operation, the unpredictable on-site location, activity and equipment, combine to make an estimate of the resultant noise, impractical. Therefore, the discussion of construction noise is limited to equipment emission levels, various phases of construction, and situations where mitigation is feasible. Generalized mitigating techniques, such as, controlling the use and quieting of equipment is discussed in Appendix A.

In addition, two other abatement methods were investigated: 1) The construction of barriers, and 2) imposing construction time constraints.

Due to the limited amounts of right-of-way, proximity of receptors to roadway and required access, temporary noise barriers are not practical.

The imposition of construction time constraints will insure that quiet periods of the day will be free of construction generated noise. Therefore, time constraints are proposed for inclusion in the project construction specifications. These constraints are to be from 10:00 p.m. to 6:00 a.m., on weekdays and from 10:00 p.m. to 6:00 a.m. the following Monday (weekends), and on all legal holidays. Exceptions, to these restrictions, may be granted by writeen approval of the local resident engineer.

Should a specific noise impact occur during the construction of the project, mitigation, applicable to the situation, will be investigated. Where practical, abatement will be implemented.

IV. Local Notification and Coordination

To date, no communication has taken place with the local officials concerning the project noise impacts. Adequate building set-backs (20 feet) are necessary for all new construction to be compatible with the FHWA design noise level criteria. The cognizant local officials should take all necessary steps to provide adequate setbacks, thus avoiding noise conflicts.

A copy of this report, along with the FHWA policiy on land use, will be sent to the City of Florence Planning Department for their information.

APPENDIX A

GENERAL CONSTRUCTION NOISE
AND ABATEMENT

Areas adjacent to a highway project will experience increased noise during the construction phase. Equipment use, traffic relocation (detour routes), materials movement (haul routes), and various construction techniques contribute to this additional noise.

Construction noise is considered a transient problem. Construction rarely occurs in any one location for an extensive length of time, and depending on the complexity and duration of the project, is considered a temporary offensive noise source.

The variety of equipment, operational modes, the unpredictable location of on-site activities all combine to make an estimate of total composite noise levels impractical for specific receptor locations.

Construction normally proceeds in several systematic, discrete phases, with each having different equipment use characteristics and attendant noise. The type of construction planned can be categorized into the following five (5) major phases:*

1. Ground clearing -- removal of structures, trees, etc.
2. Excavation
3. Foundation and roadbed installation
4. Structure erection
5. Completion -- filling, paving, grading, cleanup, etc.

Equipment noise level ranges are shown in Table I.

The most prevalent noise source is the internal combusion engine (usually diesel) used to provide power. This engine-powered equipment can be grouped according to its mobility and operating characteristics: (1) earth-moving, (2) handling, and (3) stationary equipment.

*Not necessarily the actual construciton activity sequency.

Earthmoving equipment includes the excavating machinery (backhoes, bulldozers, etc.) and highway building equipment, such as, scrapers, graders, pavers, etc. Of the noise generated by such engines, the predominate source is that of the exhaust system. Thus, the greatest area for noise abatement for this type equipment is the use and assurance of proper mufflers.

Materials-handling equipment, such as, cranes, concrete mixers, etc., operate at a somewhat fixed location. Mobility is not part of their major work cycle. Although the noise from the working process, such as the clanking of aggregate in a concrete mixing bin, is often the most identifiable, the dominate noise source is still the engine. Again proper muffling provides the greatest noise abatement. Some treatment to the power transmission and working mechanisms may also be possible.

Stationary equipment, such as, pumps, electric power generators, air compressors, etc., generally operate at a constant power and speed. In addition to proper mufflers, this equipment, because of its somewhat fixed location, can be quited by use of enclosures or barriers.

In general, construction noise abatement may be accomplished by:

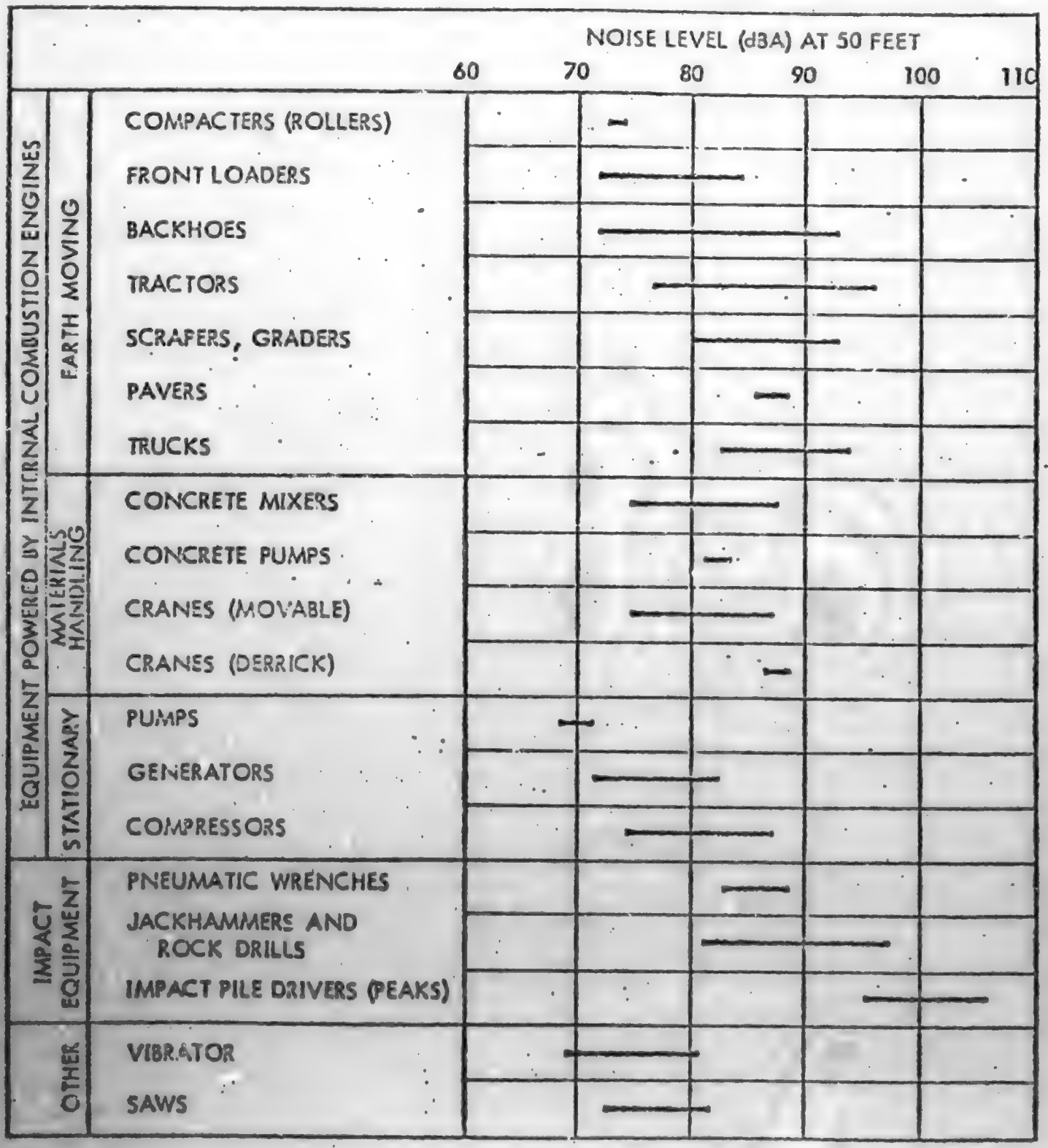
--selection of quieter equipment.

--incorporating noise reduction techniques, such as, adequate mufflers.

--considering noise emission patterns including the placement and operation of stationary processing equipment.

Table I

Construction Equipment Noise Ranges



8917

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 28, 1978

FILE:

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Kingwood St. & 10th St. (Florence)
City Streets
Lane County

TO: Jack Ayres
Region 3 Federal-Aid Engineer

As per our discussion on Wednesday, December 27, 1978, we are returning the original tracings (as requested by you and the City) and a xerox half size set showing required changes to bring the project within the available funding of $94,500. The Consultant's and City's estimate figures were used in arriving at this determination. As discussed the revisions require the removal of the 10th Street work.

Please have the Consultant make these revisions and return as-soon-as possible. We will attempt to hold the project on the February schedule.

DOC:ab
cc: Fred Eriksen
Jack Sullivan
D. H. Moehring

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

December 27, 1978

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

SUBJECT: Kingwood St. and 10th St.
(Florence) Section
Lane County

TO: MEMO TO THE FILES

I talked this date, 12/27/78, with Mr. Jack Isadore of Florence concerning funding for the subject project. In our telephone discussion it became apparent that Mr. Isadore had misinterpreted the funding apportionment of Off-System monies and therefore had overestimated the funding capabilities of the city.

It was decided to downscope the project to Kingwood St. only to come within the funding limits of $94,500. This is based on using cost estimate figures furnished by Mr. Isadore and the consulting engineer, Mr. Lee C. Plants of Eugene.

JA/cp

cc: D.H. Moehring
Larry Asburry
Doug Greene
Duane Christensen

PROJECT MANAGEMENT
[illegible] CCE FAE
DEC 28 1978
[illegible]
Fac:
TAS CP

FORM 8:.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

December 26, 1978

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

SUBJECT: City Project Cost Estimate
Kingwood St. (Florence) Section
Lane County

TO: Duane Christensen
Final Design Engineer
SALEM

Attached is a cost estimate for the subject project prepared by the City of Florence. It is their belief that these figures more accurately represent the project cost than those furnished by the Highway Division. They request that these figures be used as the engineer's estimate for this project.

This information is furnished as per our telephone discussion of last week.

JA/cp
Attach.
cc: D.H. Moehring
Larry Asburry
Doug Greene

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ OPE ☐
DEC 26 1978

CITY OF FLORENCE

P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

December 19, 1978

Mr. Jack Ayres
Oregon State Highway Division
PO Box 1128
Roseburg, Oregon 97470

Re: Kingwood Street Project

Dear Mr. Ayres:

I received your departments latest project estimate for the above project in Florence under a letter dated December 15, 1978. You requested that I contact you if the figures presented any problems in financing of the project as soon as possible. Our consulting engineering firm and myself went through your attached sheets and used cost figures available locally as of December 18, as proposed in the attached estimate of cost. I believe that even this is a high estimate as we have never paid a mobilization cost on any job in this area, either higher or lower than this project total.

In addition, we feel that we have used outside figures, essentially, what I am saying is that if it were possible, we would prefer the State Division to use the City cost estimate as attached hereto for bidding purposes. I have the inherent fear that the higher the estimate, experience has lead me to believe, the higher the bids received. If this is not possible, then my answer to your question of the letter dated December 15, is the figures do not present any problem in financing for the City whichever are used.

Sincerely,

John F. Isadore

John F. Isadore
City Manager

JFI:ka
attachment

SCHEDULE OF COST ESTIMATE Date 12-16-15

Alignment (Throne) Section (Sheet) County Lane

Work Grading, Paving & Drainage Length 1161 Ft. Name AC

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (8%)					8,000.00
Clearing & Grubbing		L.S.	All		2000.00
Curb Removal		Lin. Ft.	16	5.00	80.00
Com. Exc.		C.Y.	4363	4.75	20,724.25
Ditch Exc.		C.Y.	50	10.00	500.00
Trench Exc.		C.Y.	200	12.00	2400.00
Watering		M-Gal.	50	10.00	500.00
Aggregate Base		C.Y.	1850	12.00	22,200.00
Class "A" Asph. Conc. Mixture		Ton	850	21.00	17,850.00
Asph. Cementing Mix		Ton	55	107.00	5885.00
Asph. in Tack Coat		Ton	0.5	200.00	100.00
12" Conc. Sewer Pipe Type III Reinf.		Lin. Ft.	107	20.00	2140.00
24" " " " " " "		Lin. Ft.	296	30.00	8880.00
Concrete Manholes		Ea.	1	1200.00	1200.00
Concrete Inlets		Ea.	4	500.00	2000.00
Concrete Driveways		Sq. Yd.	63	21.00	1323.00
Concrete Curb & Gutter Type A		Lin. Ft.	2126	5.50	11693.00
Adjust Manholes		Ea.	1	200.00	200.00
Adjust Valve Boxes		Ea.	3	100.00	300.00

COMMUNITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

on Kingwood St. (Florence)
ey City Street County Lane Prefix
th 1100' Miles Designer N. Cuno Date 12-14-78
ed Title

Grading & Drainage $ 57,940.25

Surfacing $ 50,135.00

Extra Work

Striping	$ 250.00
	$
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 250.00

TOTAL . . . . . $ 108,325.25

+14½% Engineering and Contingencies $ 15,674.75

Structures

	$
	$
	$
	$

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST . . . . . $ 124,000.00

ITEMS AND ESTIMATED BID QUANTITIES FOR THE CITY OF FLORENCE

KINGWOOD STREET PROJECT

ITEM	QUANTITY	UNIT COST	COST
Mobilization (8%)	Lump Sum		2,286.75
Clearing & Grubbing	Lump Sum		1,000.00
Curb Removal-Type A	16 Lin. Ft.		80.00
General Excavation	4,363 Cu. Yds		16,361.25
Ditch Excavation	50 Cu. Yds.		500.00
Trench Excavation	200 Cu. Yds.		1,200.00
Watering	50 M-Gal		500.00
Aggregate Base	1,850 Cu. Yds.		16,650.00
Class "B" Asph. Conc. Mixture	850 Ton		28,350.00
Asph Concrete in Mix	88 Ton		9,416.00
Asph in Tack Coat	1.4 Ton		200.00
18" Conc. Sewer Pipe, Class Reinf.	107 Lin. Ft.		1,605.00
24" Conc. Sewer Pipe, Class Reinf.	296 Lin. Ft.		6,216.00
Concrete Manholes	1 each		1,200.00
Concrete Inlets (city standard curb) (inlet plus basin)	4 each		2,000.00
Concrete Driveways	63 Sq. Yds.		1,323.00
Concrete Curb & Gutter Type A	2,126 Lin. Ft.		11,693.00
Adjusting Manholes	9 each		1,800.00
Adjust Valve Boxes	6 each		600.00
Striping	Lump Sum		430.00
		Total	103,411.00
Engineering at 8%			8,272.88
		Grand Total	111,683.88

8917

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to
File No. PRO 6

December 15, 1978

Mr. Jack Isadore
City Manager
City of Florence
City Hall
Florence, OR 97439

Dear Mr. Isadore:

Attached is the latest project estimate for 1100 feet of Kingwood St. in Florence.

If these figures present any problem in the financing of this project, please contact me as soon as possible.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp
Attach.
cc: D.H. Moehring
Larry Asburry
Doug Greene

Note - Presently 2-22-79 letting.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ PPE ☐
DEC 19 1978
FHs: PM PA
CP

Form 734-3122

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 2

SUMMARY - BID SCHEDULE - COST ESTIMATE — Date 12-16-78

Location Kingwood St. (Florence) Section (City Street) County Lane

Type of Work Grading Paving & Drainage Length 1100 Ft. Name NC

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (8%)					8,000.00
Clearing & Grubbing		L.S.	All		2000.00
Curb Removal		Lin. Ft.	16	5.00	80.00
Com. Exc.		C.Y.	4363	4.75	20,724.25
Ditch Exc.		C.Y.	50	10.00	500.00
Trench Exc.		C.Y.	200	12.00	2400.00
Watering		M-Gal.	50	10.00	500.00
Aggregate Base		C.Y.	1850	12.00	22,200.00
Class "A" Asph. Conc. Mixture		Ton	850	2.00	17,850.00
Asph. Cement in Mix		Ton	55	107.00	5885.00
Asph. in Tack Coat		Ton	0.5	200.00	200.00
8" Conc. Sewer Pipe Type III Reinf.		Lin. Ft.	107	20.00	2140.00
24" " " " " " "		Lin. Ft.	296	30.00	8880.00
Concrete Manholes		Ea.	1	1200.00	1200.00
Concrete Inlets		Ea.	4	500.00	2000.00
Concrete Driveways		Sq. Yd.	63	21.00	1323.00
Concrete Curb & Gutter Type A		Lin. Ft.	2126	5.50	11693.00
Adjust Manholes		Ea.	1	200.00	200.00
Adjust Valve Boxes		Ea.	3	100.00	300.00

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

ction Kingwood St. (Florence)
hway City Street County Lane Prefix
gth 1100' Miles Designer N. Cuno Date 12-14-78
gned Title

Grading & Drainage $ 57,940.25

Surfacing $ 50,135.00

Extra Work

Striping	$ 250.00
	$
	$
	$
	$
	$
	$
	$
	$
	$
	$ 250.00

TOTAL EXTRA WORK $ 108,325.25

TOTAL . . . . . $ 15,674.75

+14½% Engineering and Contingencies

Structures

	$
	$
	$
	$
	$

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST . . . . . $ 124,000.00

8917

CITY OF FLORENCE

P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

December 6, 1978

Department of Transportation
Highway Division, Region 3
P.O. Box 1128
Roseburg, Oregon 97470

SOS-

Attention: Jack Ayres

Re: Kingwood Improvement Project - Florence

city misunderstood
35, on Fed. funds
not
64,370

Gentlemen:

As per your request, please be advised the City of Florence has in excess of $30,000 dedicated for street improvements which will be reserved for the above project.

Recognizing the great variance between your departments estimate and the Cities Engineers, in what we consider the remote possibility should the project exceed $110,000 we would hope to bid it so the Council, if they choose, could delete a section and still accomplish the primary section, namely Kingwood Street.

If you have further questions in regard to this matter, please feel free to contact this office.

Sincerely,

"Jack" John F. Isadore

John F. Isadore
City Manager

JFI:tjb

cc Bob Prange
Hal Versteeg

PROJECT MANAGEMENT
DEC 1978

Prange
Inform Versteeg
Copy To: Versteeg 12-11-78 RHP

8917

Florence

Salem, Oregon
November 28, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Kingwood St. & 10th St.
Florence City Streets
Lane County

Attention: Jack Ayres
Federal Aid Engineer

Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Andersen

RECEIVED
NOV 29 1978
ENGINEERING SECTION

Trout
Do Not File [ ]
Return To
Bring Up ___/___/___
Action

We have reviewed the plans for the project and are returning the originals and one set of prints. We have shown in red on the prints our comments and suggestions for bringing the plans into conformance with our specifications and standards.

We are enclosing a print of a title sheet and the original. Please have the City and the consultant sign the original.

The title blocks on all sheets should show the same title as the new title sheet.

Drainage ditches are called for on the plans, but the shape is not indicated, i.e., 2 ft. bottom, 2:1 slopes. This can be covered by a construction note or a ditch typical section.

The precast inlet lid, on the detail, appears to be smaller than the opening in the inlet. How the lid fits and its size, fabrication details, etc., are not clear. A brand name and catalog number for the lid and grate are permissible if it is noted "or approved equal".

The pay quantity for aggregate base is shown in square yards - this is fine if the aggregate base under driveways is included in the driveway cost.

On Tenth Street the 1-1/2" overlay pay quantity is shown in square yards as well as the A.C. for patching. To avoid any difficulty with the payment for patching, we suggest the estimated amount in tons be shown in the specifications with the payment for this included in the price bid for the overlay quantity.

The pay quantity for the concrete driveways is shown as "Each". Because of the 6" thickness for residential and 8" thickness for commercial driveways, each driveway should be designated as residential or commercial.

Easements for work outside the right of way shown on the plans help to restrict the contractor's activities to these areas and are necessary to allow the contractor to work outside the right of way.

Sidewalk ramps at all new curb returns are required by law, so we have indicated the curb should be depressed where no walk is being constructed.

The excavation quantities for Kingwood Street should be added to the plan. It would be helpful to show the anticipated embankment quantity and the estimated amount of excess excavation.

The typical section for 10th Street should be shown on Sheet 2, not Sheet 4.

Existing utilities should be shown on the plans so those requiring adjustment can be determined and the contractor will be aware of the kind and location.

The traffic handling during construction information is conflicting. The project request states the contractor is to sign and barricade the closure to through traffic, while the specifications state the City will do it. Federal funded projects are required to have a traffic handling plan and someone responsible for the work. Traffic control can be stated in the specifications and must conform with the "Manual on Uniform Traffic Control Devices For Streets and Highways".

We routinely requested the Cost Section to furnish us with unit prices for the summary items and have attached two copies of a cost estimate. The estimate comes to $144,044 and the contract letting schedule shows $75,000.

Please contact the City to determine if they want to go with the present project or reduce it to some lesser cost.

If the changes can be made within a week or so and the tracings returned to us, we should be able to make the February 22nd contract letting.

FE:ab
cc: Fred Eriksen

8917

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)	

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11/27/78	CC 1916		320-1935

BILL TO: Code:

City of Florence

City Hall

Florence, Oregon 97439

Attn: Mr. John F. Isadore, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the Kingwood St. and 10th Section SOS-2001(1).			

Jim Kinns says this did not get to them. 4/1/79

Cancelled

AD516

Advance Deposit Amount	$ 1,100.00
Advance Deposit Previously Transferred to Highway Fund	$ ---
Balance	$ 1,100.00
Transfer to Highway Fund	$ 900.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynolson

Harold Reynolson

Approved:

Gerald W. Wimer

SP*35734-734

8917

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 13, 1978

TO: Jack Ayres
Region 3 Federal Aid Specialist

FROM: R. H. Prange, Supervisor
Local Projects Unit

SUBJECT: Kingwood St. and 10th St. Section
City of Florence
SOS-2001(1)

Jack, we need to know:

1. How much can the City pay toward the project (By the consultant's May 18 letter to the City Manager, the City's share was approximately $27,000). O.K. by city
2. Does the City know or did they request that the sidewalks be dropped and the project extended to Hwy. 101? yes
3. Will the City put in the sidewalks themselves? Assess property owners
4. Does the project stay within the existing R/W? some slope easements req'd.

HR:lml

C.C. D.O. Christensen -
Rod Henry - R/w
Jack Sullivan

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 22 1978

TA Prange File: PM FA LG OP

ROSEBURG REGION
RECEIVED
NOV 15 1978

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

Copy to Doug Greene

81.125.1307

8917

October 17, 1978

City of Florence
City Hall
Florence, OR 97439

Attn: Mr. John Isadore
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Kingwood St. and 10th Street Section 303-2001(1).

Financial sharing of the preliminary engineering is:

Total PE	$7,700.00
Federal Funds	6,600.00
Balance	$1,100.00
Local Share:	
	$1,100.00

Rec'd 10/30/78

Told Region

Please make your check in the amount of $1,100.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,
SIGNATURE SIGNED BY
G. W. WIMER

G. W. Wimer
Local Government Manager

GWW:lml

bc w/AD #516: Vern Skoog - Please return completed AD #516 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

A N M B

8917

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

9-12-78 2020

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-2001(1)
Project Name AIRPORT Road - 10th St. section on Kingwood St. and Kingwood St to Maple St. Section on 10th St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at FLORENCE, Oregon, this 12th day of SEPT, 1978

City of FLORENCE

Certified By:

for Richard Wilson
Regional Right-of-Way Supervisor
Date 9-18-78

Donald L Bauman
Mayor

Alice M. Hunt
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8917

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-5-78

FEDERAL AID PROJECT NO.: SOS - 2001(1)

STATE PROJECT NO.: See below

COUNTY NAME: Lane

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80387

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-5-78	9-5-78	Non-Federal-aid	City Street

GENERAL LOCATION:

Kingwood St. and 10th St. (Florence) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade, Drain and High Type Pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION including utility preparatory work TEC NTE $7,700 - F.F. $6,600

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-24-78 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $75,000 - Federal Funds $57,900 in accordance with the providions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

NOTED
F. B. KLABOE Swan
9-11

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-5-78	G. K. Swan	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8117

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-5-78

FEDERAL AID PROJECT NO. SOS-2001(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80387

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-5-78	Non-Federal-aid	City Street

GENERAL LOCATION:
Kingwood St. and 10th St. (Florence) Section

GENERAL DESCRIPTION OF WORK:
Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Consultant Agreement
Professional Land Engineering
(Lee C. Plants)
TEC NTE $6,199.30

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's letter of 8-10-78, I approve the Consultant Agreement with Lee C. Plants, Professional Land Engineering, to perform preliminary engineering for the subject project on a lump sum basis not to exceed $6,199.30 which includes net fee of $539.87.

A signed copy of the agreement is returned herewith.

NOTED
F B KLABOE

Susan
9-11

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-5-78	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8917

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 24, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80387
Project No. SOS-2001(1)
Kingwood St. & 10th St. (Florence) Sec.
Lane County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, at an estimated total cost of $7,700 with an obligation of $6,600 in federal funds.

(2) Authorization for construction at an estimated total cost of $75,000 with an obligation of $57,900 in federal funds.

DRH:lml
Att.

cc: A. Shirley, Region 3
Harold Reynoldson

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-24-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	(19) (20)	21 Kingwood & 10th Streets (Florence) 55	ADT	250 DHV-50	425 (66) (70)	98 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	28 PE, Gr., Dr., H-T Pave 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 SOS- 23 7	2001

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD	Safer Off-System Roads	Lane	Co. 03 (14)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 --------	N	Non	(32) City Sts.* (36) (37)	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		(Airport Rd. to 10th St. on Kingwood & Kingwood to Maple St. on 10th St.)	0.35	7,700	6,600	-----	1,100 (Ci
5					ROW							
5					CONST (CODE)		"Kingwood St. & 10th St. (Florence) Section"	0.35	75,000	57,900	-----	17,100 (Ci
							PROJECT TOTALS	0.35	82,700	64,500	------	18,200 (Ci

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	
1	14	DRH	

PROGRAM APPROVAL DATES

3-8-78

REMARKS

*Kingwood St. and 10th St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

8-24-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Kingwood & 10th Streets (Florence)	ADT	250 DHV-50	425	98	10	Oregon	41	680	80387

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	CA CLASSIF.	CA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
H-T Pave								SOS-	2001	(1)		

Safer Off-System Roads

COUNTY NAME: Lane — CODE: 039

ROUTE NO. N | FEDERAL-AID: Non | STATE: City Sts.* | U.S.: ---

PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		(Airport Rd. to 10th St. on Kingwood & Kingwood to Maple St. on 10th St.)	0.35	7,700	6,600	-----	1,100 (City)	
OW								
ONST (CODE)		"Kingwood St. & 10th St. (Florence) Section"	0.35	75,000	57,900	-----	17,100 (City)	ROW-58' min; Access Control-none; Parking Restrictions-none.
	DRH	PROJECT TOTALS	0.35	82,700	64,500	------	18,200 (City)	

PROVAL DATES: 3-8-78

REMARKS

*Kingwood St. and 10th St.

-over-

USCOMM DUSCOMM-DC 48905-P61

Kingwood Street and 10th Street (Florence) Section
Project No. SOS-2001(1)

Existing Facility:
Kingwood St. -- 42-ft. bituminous surfaced curbed section providing 2 lanes of traffic with parking.

10th Street -- 34-ft. bituminous surfaced section with curb and sidewalk on north side of roadway.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

1) Preliminary engineering, all phases, including utility preparatory work.

2) Grade, drain and high-type pave necessary to reconstruct on present alignment, Kingwood Street from Airport Road to 10th Street, 10th Street from Kingwood Street to Maple Street, to provide 42-foot curbed section with sidewalk/bikeway both sides on Kingwood and 34-foot curbed section with sidewalk on both sides.

Note: Preliminary and construction engineering to be performed by the consultant firm of Lee C. Plants with review by State.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Florence Municipal Airport lies at the north end of the project. However, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements: Exempt from State and District 5 Clearinghouse A-95 reviews under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 20, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Accommodation of Utilities: State-City agreement executed February 1, 1978 in compliance with Secondary Road Plan.

Maintenance:
Section 116, T

Note: 1) Thi
2) Thi
Saf

Maintenance: State-City agreement executed February 1, 1978 complies with Section 116, Title 23, U.S.C.

Note: 1) This project is in Congressional District No. 4.
2) This project included in the FY '78 Annual Program under "Statewide Safer Off-System Roads".

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ebruary 1, 1978

8917

August 10, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Local Government Consultant Agreement
10th Street-Airport Section, SOS-2002(1)
Kingwood Street
City of Florence and Lee C. Plants

Presented herewith are two conformed copies of a consultant agreement entered into by the City of Florence and Lee C. Plants for engineering services on subject project.

The agreement has been subjected to the required pre-award audit, and a copy of the audit report is attached. Exhibit "A" of the agreement itemizes reasonable, allocable and eligible costs in support of the estimates quoted. All costs appear proper and are arithmetically correct.

We request your approval now of the consultant agreement under the provisions of FHPM 6-1-2-2 and the return of one approved copy.

MCH:lml
Att.

cc: Cliff Laux
Jack Ayres, Reg. 3

Cliff Laux said FHWA said Appd as of 9/5/78 MR

MB

8917

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: August 4, 1978

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
City of Florence/Lee C. Plants
Kingwood St., Teneth-Airport Section

Definition Statement

G.W. Wimer requested July 31, 1978 that we evaluate the subject proposal. Since the estimated cost is less than $50,000, prior FHWA approval will not be required.

Consultant proposes to perform preliminary engineering only for a lump sum of $6,199.39 to be funded from the Safer Off-System Roads program.

Analysis

A statement from City advises that Consultant has been retained for 3 years as City Engineer. This satisfies the procedural requirement for consultant selection.

The format and arithmetic of the proposal are correct. Estimated costs including fee, are allocable, allowable and reasonable. Note, however, that the lump sum is expanded about 1% over estimated costs without actually stating "contingencies". This creates no particular problem so long as the lump sum quoted is still acceptable to your office.

Conclusion

I recommend approval of the proposal as submitted.

DWJ:cw

cc: G.W. Wimer
Jack Ayres, Region 3

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

81-125-1367

8917

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Lee C. Plants, P.E.
54 Centennial Loop
Eugene, OR 97401

July 21, 1978

MISC. CONTRACTS and AGREEMENTS No. 9586

Dear Mr. Plants:

This will acknowledge receipt of your completed Consultant Agreement, with certification and exhibits, with the city of Florence for engineering services on the Maple, 10th and Kingwood Drive section.

By a copy of this letter I am forwarding this Consultant Agreement to the Project Management section in Salem for further processing.

Until State and Federal Highway approval is given to this agreement no work is to be performed on the above named project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cd
Attach.
cc: D.H. Moehring
John Isadore - Florence
Larry Asburry
Doug Greene

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 2 1978
TAR Holmes

8917

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 20, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. SOS-2001(-)
PROJECT ASSESSMENT
Reconstruction of 10th Street & Kingwood Street
City of Florence
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with Mr. Moehring's December 28, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L. Green

cc:
ODOT (Mr Moehring, Mgr, Proj Mgmt)
OSHD (Region 3 Environmentalist)

3/24/78

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
Alfred Shirley, Jr.
William Anhorn
Elliott Parker
Eb Engelman
Gerald Wimer
Ben Gifford

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☑ CPL ☐
MAR 23 1978
File: PM FA LG OP
TAA

BEN GIFFORD

CATEGORY 3 PROJECT

NON-MAJOR
SOS-2001(-)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 10-20-75

A. PROJECT IDENTIFICATION

Name of Project Reconstruction - 10th Street & Kingwood Street
(Section)

Location of Project City of Florence — Lane County
(Highway Name) (Highway No., US - ORE)

Florence (City) — Lane (County) — III (Region)

Program Off-System — $40,000.00 — (Prefix)
(Funding) (Estimated Cost)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reconstruct high volume traffic carriers and add curb, gutter, and catch basins where none exist.

Origin and History: City Streets - 10 to 20 years old. Previously capped and now breaking due to age and water penetration, extensive base failure being experienced.

C. DESCRIPTION OF PROJECT

Length 1151 Feet (42' width) plus 668 feet (34' width)

Termini 10th Street between Maple and Kingwood and Kingwood Street between 10th and Airport Road.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is situated in a flat to rolling, stabilized dune environment on the coast. Vegetation consists chiefly of pine, Douglas fir, hemlock, wax myrtle, rhododendron, scotch broom, manzanita, Oregon grape, salal, and sword ferns. Pine, often mature, is visually dominant. The Kingwood portion of the project is in a more natural setting, while on 10th Street most abutting properties have already been strongly shaped by man's activities.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is basically "suburban" single-family residential development as follows:

Kingwood: has 4 new residences, all on east side, with underground utilities.

10th: has a half-dozen single family residences, some vacant lots, a church complex and an apartment complex--with overhead utilities.

Storm sewers exist on both units.

'Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new R/W required.

Typical Section See attachment

Structures None

Characteristics (ADT) Count not available - Estimated 300-500 ADT

Other General Information (or Supplemental information to items)

1. BIKEWAY (West side of Kingwood Street between 10th and Airport Road)

2. Kingwood is planned as a major collector for North-South traffic 10th Street connects the Central Business District with a large residential area.

Project Sketch Map is Attached: [x] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [x] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Existing; no additional R/W required

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None

   Consequences:

3. Estimated Changes in Land Use:

   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Temporary construction related impacts: dust, noise, degradation of surface runoff, etc.

   Consequences:

   No lasting consequences anticipated.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None

   Consequences:

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

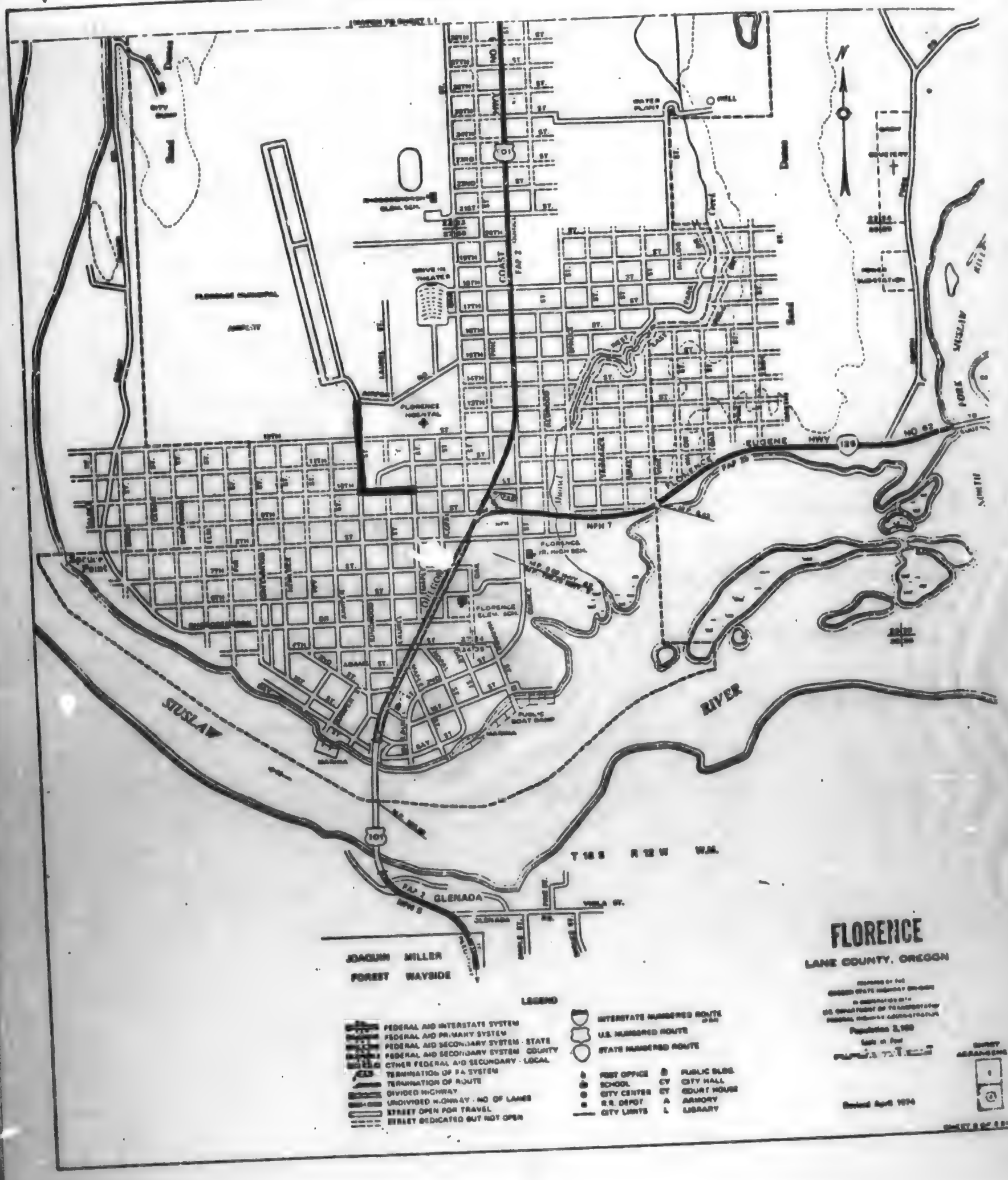
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____


N
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JOAQUIN MILLER
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FLORENCE
LANE COUNTY, OREGON
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF F-A SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
Revised April 1974

8917

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

March 6, 1978

Mr. Jack F. Isadore
City Manger
City of Florence
P.O. Box 340
Florence, OR 97439

Dear Mr. Isadore:

Attached is a blank copy of an agreement to be used as a guide by your consultant in preparing the necessary consultant-city document in connection with your Safer Off-System Road Program project no. OS-2002(1) Kingwood and 10th Streets in Florence.

Please forward this sample form to your consultant and advise that there are only two acceptable methods of payment; the lump sum method for preliminary engineering and the cost plus a fixed fee for construction engineering.

We also must have a copy of the document verifying that your consultant is on retainer to the city and was not, therefore, selected for this project alone.

This consultant-city agreement must be approved by the Department of Transportation as well as the Federal Highway Administration prior to any work being undertaken on this project. Also, a formal notification of FHWA approval of the preliminary engineering phase will come from this office.

Mr. Doug Greene, Resident Engineer, Eugene, has been assigned as project monitor. Please advise your consultant that he will be available to explain standards, plan sheet requirements, documentation, billing approval, etc.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.
cc: D.H. Moehring
Bill Anhorn
Doug Greene

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 7 1978
TAA
File: PM FA LG OP

8917

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1978

City of Florence
City Hall
Florence, OR 97439

ATTN: John F. Isadore, City Manager

SUBJECT: Florence SOS
Project

Dear Mr. Isadore:

Mr. C. W. Head asked this office to reply to your February 16, 1978 letter.

The attached agreement was intended for City files, reference, and guidance. It is returned herewith.

The designation of yourself as City liaison or contact person is appropriate and timely. We take due note.

The balance of your letter is referred to the Region III, Federal Aid Engineer, Glen Clark, 1523 S.E. Cobb St., Roseburg, OR, 97470, 672-6658, for appropriate follow-up action. Any Consultant Agreements or other job related contacts should be with him or his designated representative.

Very truly yours,

G. W. Wimer
Local Government Manager

GWW:lml
Att.

cc: Alice M. Hunt, City Recorder
C. W. Head
Glen Clark, w/copy Isadore's 2-16-78 letter.

NOTED
C. W. HEAD

RECEIVED
FEB 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CITY OF FLORENCE

P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

February 16, 1978

Mr. C.W. Head
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Head:

Enclosed please find a fully executed copy of the preliminary engineering and construction agreement, your number 6413.

By motion at the regular meeting of February 13, 1978, the City Council designated as liason person to be responsible for the progress of this project City Manager, John F. Isadore, P.O. Box 340, Florence, Oregon.

We will forward you within the next week or ten days an agreement for engineering services, plans and specs, and estimates for your review and approval.

The City shall conduct necessary field surveys and design engineering, and supervise the construction. The City now has all necessary rights-of-way including easements and if additional easements are required, we will obtain them. The City and/or its' agent (engineering firm) shall be responsible for all construction engineering on the project and will document inspections and materials used on standard forms acceptable to the State.

The City will contribute 14 percent of the cost of the project and the difference between the actual cost and the amount contributed by the Federal Government. The City shall prior to proceeding with each phase of the project, forward its advance deposit. We will not proceed with work until a letter of authorization is received from the State.

It is our understanding that prior to the award of the engineering contract, we will submit plans and specs and an agreement to the State with a check covering 14 percent of the engineering costs. When the project goes to bid

PROJECT MANAGEMENT
PME ☒ COE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 17 1978
File: PM FA
LG OP
TAA

NOTED
C. W. HEAD

and is awarded, we will submit copies of the successful bidder and the balance of the Citys' share amount of the 14 percent to your office prior to proceeding.

If our understanding in regard to this process is erroneous, please advise us at your earliest convenience.

Very truly yours,

John F. Isadore

John F. Isadore
City Manager

JFI:ka
cc Plants Engineering

RECEIVED
FEB 17 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8917

February 2, 1978

City of Florence
City Hall
Florence, OR 97439

Attention: Alice M. Brut
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6413

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Airport Road-10th Street Section of Kingwood Street and the Kingwood Street-Maple Street Section of 10th Street in Florence.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddo
Attachment

bc Don Harwell (Agreement attached)

3917

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6658~~

January 13, 1978

Mr. Jack F. Isadore
City Manager
P.O. Box 340
Florence, OR 97439

Dear Mr. Isadore:

Attached are three bound copies of Agreement No. 6413 pertaining to your Safer Off-System Road program project no. OS-2002(1) on Kingwood and 10th Streets in Florence.

Please review this agreement and if found satisfactory arrange for Council Action authorizing the Mayor and Recorder to sign the document.

Return all three signed copies plus the Council Resolution to this office. A fully executed copy will be returned for your files.

Also, we must assume that you are considering accomplishing the preliminary and construction engineering by a consultant. The complete selection process must be documented unless you have a firm on retainer and that fact can be documented. In a nutshell, this is the selection procedure. Contact five consultants, interview three and document the reason for the final selection. The interviews may be by telephone or in person.

In the past, it was a policy that we would not accomplish any engineering in connection with Off-System projects. That policy has now been changed and state forces will accomplish any or all such engineering upon a written request from the local agency.

If you are considering such a request the attached agreement will have to be revised. Also, be advised that the cost of such engineering would be a part of the cost of the project and come from the $75,000 maximum project cost.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☐	FAE ☐	OPE ☐

JAN 13 1978

File: PM FA
LG OP
TAA

GLC/cao
Encl.
cc: D.H. Moehring
Bill Anhorn
Doug Greene

8917

5030013

5

Form E-38 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Kingwood & 10th Streets (Florence) Date December 19, 1977

Highway City Streets (Off-System) Authorization No. 1

County Lane Survey Prefix 320-1935 (Assigned by Salem office)

Description of termini, route, length, etc.:

Kingwood Street between 10th and Airport Road and 10th Street between Maple and Kingwood.

Length: 1900 feet

Purpose of survey: To monitor the field survey and review plans, specifications and estimates for upgrading city streets.

The preliminary engineering will be accomplished by a consulting firm.

SOS-2001(1)
9-5-78

Estimate of cost:

Field	901	1,000
Plans	905	200
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

D. W. Greene
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

E. J. Hunter
Tech. Serv. Engr

SP*22004-734

8917

8

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainier - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

CITY OF FLORENCE
Proposed Off-System Project

Airport Road - 10th Street Section
Kingwood Street; and Kingwood Street-
Maple Street Section, 10th Street
Grade, Pave and Stripe
0.35 mile
$75,000

This project entails all the work and costs to reconstruct Kingwood Street and 10th Street to a two-lane curbed section with sidewalk/ bikeways on Kingwood Street.

City will engage a consultant to perform preliminary and construction engineering.

77-b
12/1/77

PROPOSED OFF-SYSTEM PROJECT
(MATCH TO SHEET 1)
CITY DUMP
Siuslaw River
WATER PLANT
WELL
DUNES
DREW CEMETERY
RHODODENDRON ELEM. SCH.
DRIVE IN THEATER
FLORENCE MUNICIPAL AIRPORT
AIRPORT
FLORENCE HOSPITAL
LAUREL ST.
OAK ST.
13TH
9TH
7TH
5TH
MAIN ST.
SPRUCE ST.
MAPLE ST.
CEDAR ST.
OREGON ST.
FLORENCE JR. HIGH SCH.
FLORENCE ELEM. SCH.
Munsel Creek
EUGENE
HWY 126
NO. 42
TO EUGENE
FLORENCE
FAP 25
NFH 7
NORTH FORK
SIUSLAW
RIVER
Spruce Point
PUBLIC BOAT RAMP
MARINA
BAY ST.
101
T 18 S R 12 W W.M.
FAP 2
NFH 6
GLENADA
VIOLA ST.
JOAQUIN MILLER FOREST WAYSIDE
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
FLORENCE
LANE COUNTY OREGON
Population 3,188
Revised April 1974
SHEET ARRANGEMENT

8917

505

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-65XX~~

November 23, 1977

Mr. Jack F. Isadore
City Manager
City of Florence
P.O. Box 340
Florence, OR 97439

Dear Mr. Isadore:

This is to advise that your application dated July 23, 1975 for a federal-aid Safer Off-System roads program project on 10th and Kingwood Street is now being considered for funding.

Since our last correspondence on this subject there have been some changes in the guidelines. The maximum project possible remains $75,000. However, the federal share is now 86% and the local match is 14%. The project may exceed the $75,000 but any excess cost will be borne by the city 100%. Also, if asked the state will accomplish the engineering on the project. If you still intend to utilize a consultant then you must comply with the federal regulations for selection unless you have documentation that such firm is on retainer to the city.

Nothing need be done at this time by the city to further this project. If you have any questions please do not hesitate to contact this office you will be advised of the progress of your project.

Very truly yours,

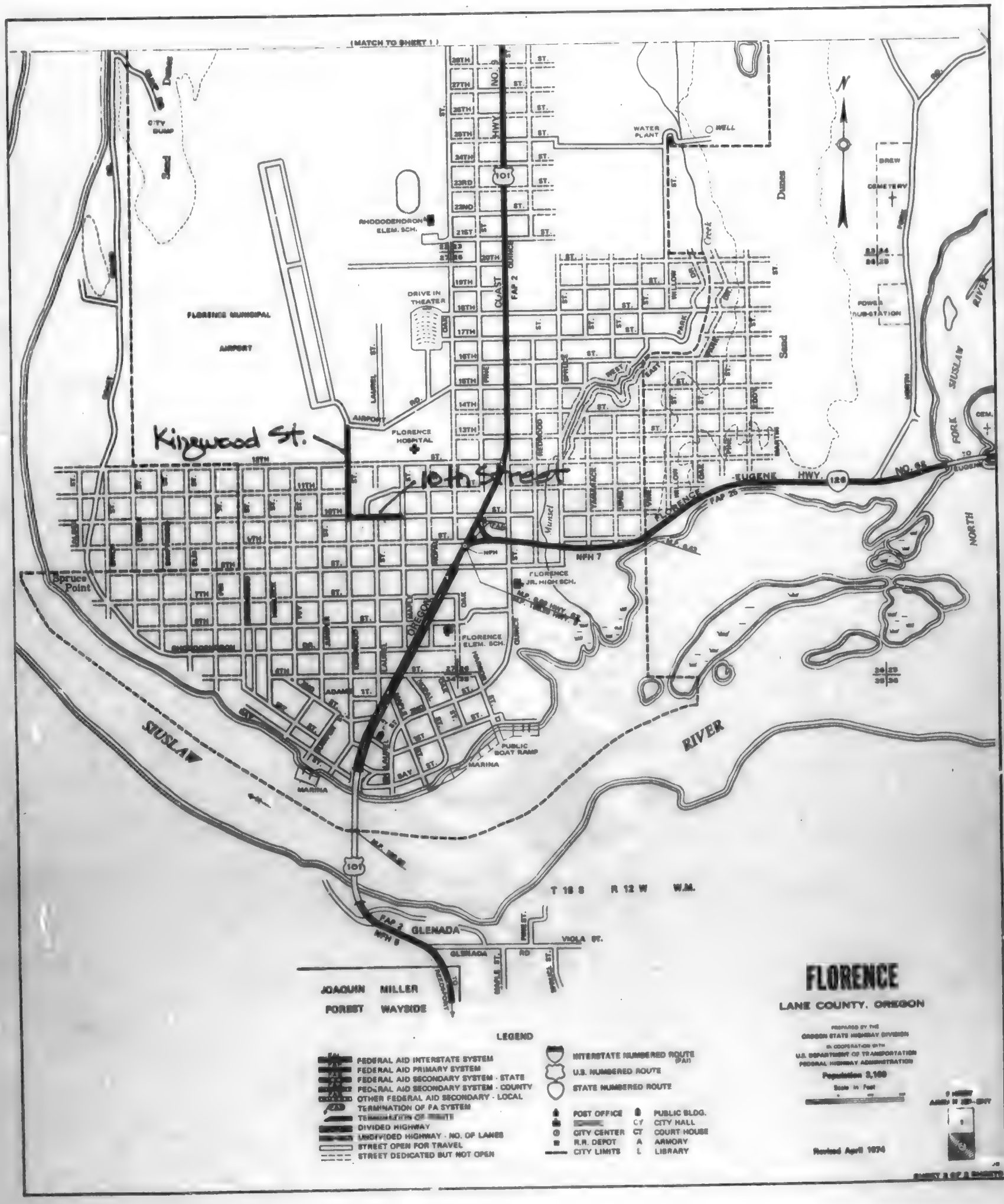
ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Bill Anhorn
Doug Greene

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 25 1977
File: PM FA
TAA _____ LG OP


(MATCH TO SHEET 1)
CITY DUMP
FLORENCE MUNICIPAL AIRPORT
AIRPORT
RHODODENDRON ELEM. SCH.
DRIVE IN THEATER
FLORENCE HOSPITAL
WATER PLANT
WELL
Siuslaw River
Dunes
Sand
Kingwood St.
10th Street
EUGENE HWY. 126
NO. 9
HWY. 101
FAP 2
FAP 25
NFH 7
FLORENCE JR. HIGH SCH.
FLORENCE ELEM. SCH.
Spruce Point
OREGON
PUBLIC BOAT RAMP
MARINA
SIUSLAW RIVER
NORTH FORK SIUSLAW RIVER
BREW CEMETERY
POWER SUB-STATION
T 18 S R 12 W W.M.
GLENADA
VIOLA ST.
JOAQUIN MILLER FOREST WAYSIDE
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
CITY HALL
CITY CENTER
COURT HOUSE
R.R. DEPOT
ARMORY
CITY LIMITS
LIBRARY
PUBLIC BLDG.
FLORENCE
LANE COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 3,169
Revised April 1974

8917

Rulien sosl
florence

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 26, 1976

Mr. Jack F. Isadore
City Manager
City of Florence
P.O. Box 340
Florence, OR 97439

Dear Mr. Isadore:

This will acknowledge your letter of August 23, 1976, confirming your intentions of pursuing the Safer Off-System Roads Program Project No. OS-2002(1) requested earlier.

By a copy of this letter, the Program Management Section is being advised of your interest in the project.

As you have indicated that the preliminary and construction engineering will be accomplished by a consultant, I am attaching excerpts from the Federal-Aid Program Manual concerning the prescribed method of consultant selection.

You will be advised when we have received additional information concerning your project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1976
☐ ENGR. ☑ COOR. ☑ DE ☒ AE ☐ BE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

PROJECT MANAGEMENT
AUG 30 76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GC/slc

Encl.

cc: L.W. Rulien

CITY OF FLORENCE

P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

August 23, 1976

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
PO Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

I am in receipt of your letter dated August 19, 1976, regarding Project No. OS-2002(1) Off-System Roads Program. The City of Florence wishes to go ahead with this program.

Thank you very much for advising me of the changes in this program.

Sincerely,

Jack F. Isadore
City Manager

JFI:ka

8917

Bulien

Florence
503

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 19, 1976

Mr. Jack F. Isadore
City Manager
City of Florence
P.O. Box 340
Florence, OR 97439

Dear Mr. Isadore:

This is to advise you that your Off-System Roads Program Project No. OS-2002(1) is now being considered for funding, but there are some new guidelines which you should be acquainted.

Due to the fact that Congress reduced the appropriations for this program in the 1976 Federal Highway Act, the maximum project will be limited to $75,000 each. This includes 78% federal and 22% local matching funds. You will recall that the previous maximum was $100,000. It will be possible to have a larger project, but the excess will be a 100% local contribution.

Also, the local agency will now be required to provide the local match funds within 60 days after federal approval of the project.

If you wish to pursue your Off-System Roads Project under these new constraints, please advise this office.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

GC/slc

cc: L.W. Rulien
W. Anhorn
J. Scofield

NOTED
D. E. SWAN

PROJECT MANAGEMENT
AUG 23 '76
RETURN TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8917

Rulien

PRO 6

D-2001-(

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 3, 1975

Mr. Jack F. Isadore
City Manager
City of Florence
P.O. Box 340
Florence, OR 97439

Dear Mr. Isadore:

This will acknowledge your letter of October 24, 1975, returning two off-system roads applications which were returned to you earlier for completion and signature.

Although this office advised you informally that the 10th Street portion might not be acceptable, it is now thought that both the 10th Street and Kingwood Street sections can be submitted as one continuous project.

Mr. Engelmann, Regional Environmentalist, has forwarded your Environmental Assessment to the Environmental Section in Salem.

By a copy of this letter I am forwarding your applications (as one project) to the Project Management Section and asking that your project be placed on the list of projects awaiting funding. As explained to you, we have no information at this time whether or not any funds will ever be available for this program in the future.

Hal
Per review
and file
#

When we have any information concerning this program, you will be notified.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/dd

cc: L.W. Rulien
William Anhorn

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
R/W & CONSTRUCTION SCHEDULE		

NOV - 5 1975

REMARKS:

8917

05-2002(1)

RECEIVED
COUNTY & CITY SECTION
NOV 6 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

~~COUNTY~~ CITY ROAD FAS-C PROJECT REQUEST

Name of ~~County~~ City Florence FAS No. _____ Date 24 October 1975

~~County~~ City Road Name 10th Street

Section Name _____

Type of Project Reconstruction

Location of Project (Attach sketch map) _____

ADT Est. 250 Design Speed 25

Is this request for county bridge design only? Yes _____ No X

county FAS bridge design? Yes _____ No X

Will ~~County~~ City hire consultant for this project? Yes X No _____

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC Total Travel Width 34'
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type in plane Width Each Side _____
   (AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage: in place
   By ~~County~~ _____ County Date of Completion _____ By Contract _____

4. Botton Base Course: in place
   By ~~County~~ _____ County Date of Completion _____ By Contract _____
   Has base design been given to County? Yes _____ No _____
   Will it be furnished? Yes _____ No _____

5. Leveling Course:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

8. Clearing:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

9. Curbs: in place
   Curbs Required? Yes _____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   _____
   Width between curbs 34'

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes X No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway 4 ft.
What type of surface treatment is desired PCC
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes X No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes X No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

N/A

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does ~~County~~ City wish rounding of cutbanks? Yes_____ No X

17. Does ~~County~~ City wish sight posts installed? Yes_____ No X

18. Does ~~County~~ City wish State to permanently stripe project? Yes X No_____

19. Will ~~County~~ City do striping? Yes_____ No X

20. Does ~~County~~ City wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does ~~County~~ City wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No X
By rock blanket Yes_____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No_____

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by ~~County~~ City? Yes X No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No X

27. Will ~~County~~ City sign project outside work area during construction?
Yes_____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I: This heavily traveled collector street must be reconstructed this year or the base course will be lost due to failure of the surface layer. Sidewalks are in place on the North side of the street, additional sidewalk is needed on South side only.

II. BRIDGE PROJECT DATA Not applicable

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
   Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
   _____
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
   Explain_____
   _____
   _____

10. Foundation Testing: By County? Yes_____No_____
    By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
    Yes_____No_____

17. Will Contractor sign project outside work area during construction?
    Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
    by Contractor Yes_____ No_____
    Traveled surface: Type_____ Width_____
    Shoulder surface: Type_____ Width_____
    (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
    Yes_____No_____
    N.W. quadrant distance from structure_____
    N.E. quadrant distance from structure_____
    S.W. quadrant distance from structure_____
    S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes X No_____
   By County? Yes_____ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does ~~County~~ City have any survey data? Yes X No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes X No_____
   By County? Yes_____ No_____

4. Does ~~County~~ City desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does ~~County~~ City desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 58' Minimum 58'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

N/A

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions? Yes____ No____

7. Is there any merchantable timber on right-of-way? Yes____ No____

8. Will timber be reserved for owner? Yes____ No____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: Electric - Central Lincoln PUD, Telephone - Pacific NW Bell, and sewer & water - City of Florence.

13. Are utilities on existing right-of-way by permit ____ or by franchise X
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____ To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad N/A

N/A

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing: in place
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does ~~County~~ City wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____? N/A
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel private contract Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by ~~County~~ City: all materials furnished by contract.
   Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $15,000 ? not enough — How about $100,000

2. Available FAS Funds $ _____

3. Does ~~County~~ City wish advancement of future Federal funds? Yes _____ No X
   Amount _____

4. Late match money is available upon notification

5. Will there be any 100% ~~County~~ City money? Yes _____ No X

6. Maximum amount of 100% ~~County~~ City money available: $ N/A

7. Date ~~County~~ City requests letting: at earliest date

Remarks, re Section VI If application can be processed in time, it is the City's desire to do this project in FY 76.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the ~~County.~~ City of Florence.

This application is not complete without an attached exhibit showing location of project.

By John F Isaacs
Manager, City of Florence

Date October 24, 1975

_____
O.S.H.D. Field Engineer

Date _____

By _____
County Judge or Comm. Chairman

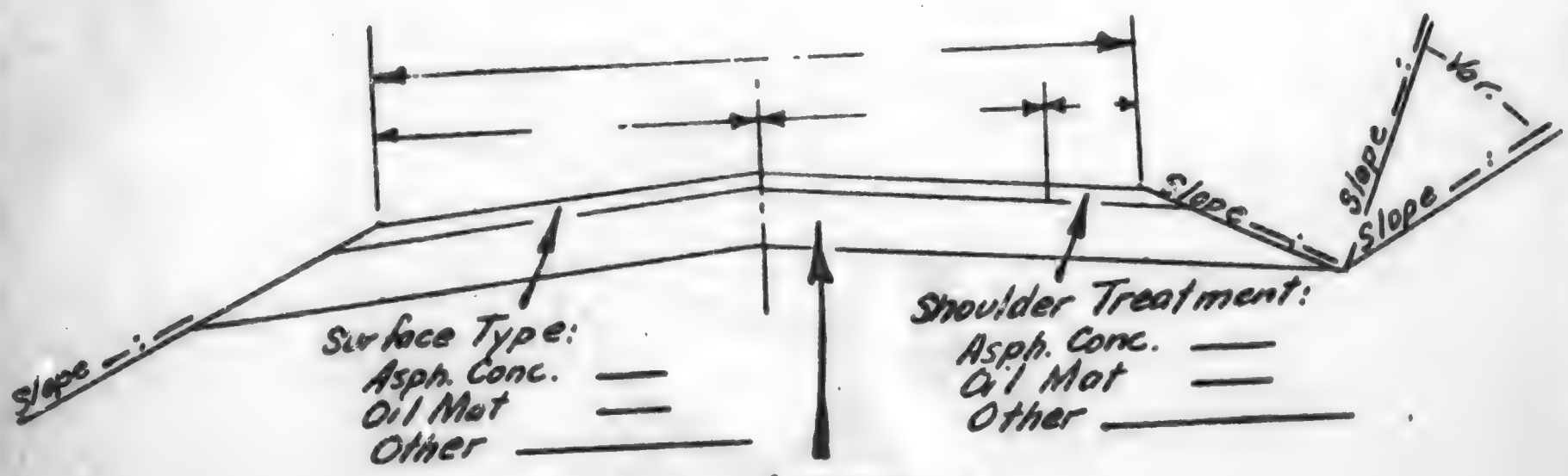
By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

County _____
Date _____

TYPICAL SECTION



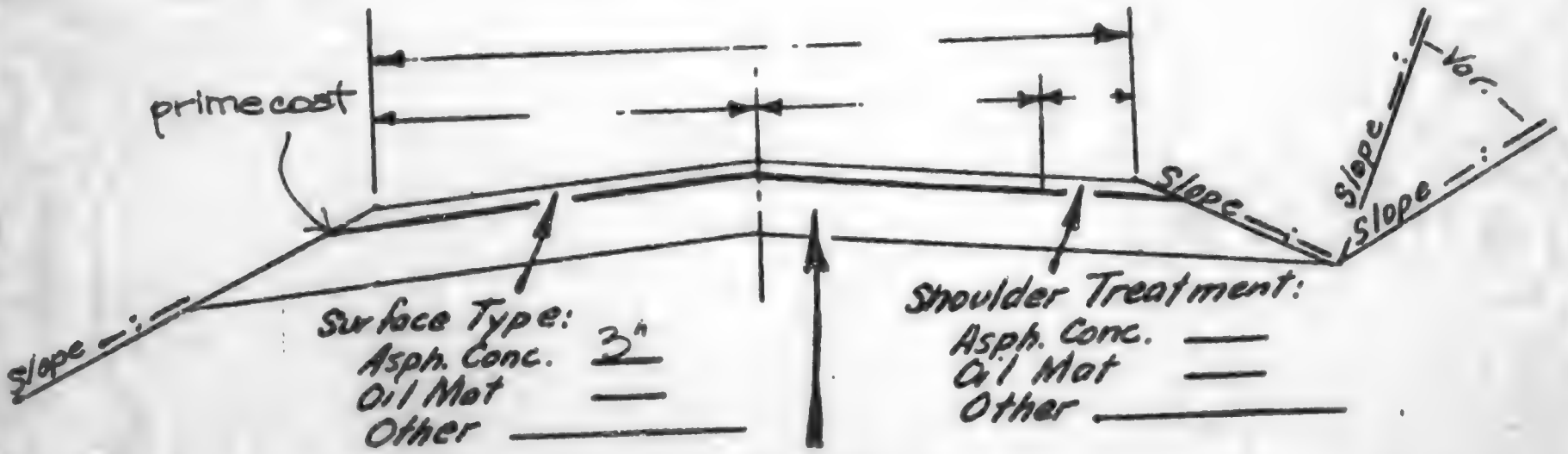
Type of Base:
Pit or Quarry Run —
Crushed Stone —
Asph. Treated —
Cement Treated —

No. of Lanes 2
Lane Width —
Shoulder Width N/A or Shy Dist. from Curb —
Median Width N/A —
Total Width between Curbs 34'

Foot paths:
Asph. Conc. —
Gravel —
concrete sidewalk

Curbs in place
Type "C" —
Curb & Gutter X
Other —

TYPICAL SECTION
10th Street



Surface Type:
Asph. Conc. 3"
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. —
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone 2" 3/4-minus over 8" 1 1/2-minus
Asph. Treated —
Cement Treated —

No. of Lanes 2
Lane Width 12'
Shoulder Width N/A or Shy Dist. from Curb —
Median Width N/A
Total Width between Curbs 34'

Foot paths:
Asph. Conc. —
Gravel —
concrete sidewalk

Curbs:
Type "C" —
Curb & Gutter X
Other —

RECEIVED
COUNTY & CITY SECTION
NOV 6 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

~~COUNTY~~ CITY ROAD FAS-C PROJECT REQUEST

Name of ~~County~~ City Florence FAS No. _____ Date October 24, 1975

~~County~~ City Road Name Kingwood Street

Section Name _____

Type of Project Reconstruction

Location of Project (Attach sketch map) _____

ADT Est. 300 Design Speed 35 mph

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes ____ No X

Will ~~County~~ City hire consultant for this project? Yes X No ____

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 42'

2. Shoulders: Type N/A (AC, Pug Cold Mix, Oil Mat) Width Each Side _____ Total Top Width _____

3. Grading & Drainage:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
   By ~~County~~ _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes _____ No _____
   Will it be furnished? Yes _____ No _____

5. Leveling Course:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

8. Clearing:
   By ~~County~~ _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes X No _____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   integrated curb and gutter
   Width between curbs 42'

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes X No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway 10 ft.
What type of surface treatment is desired AC or oil mat
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes X No_____
What type of separation from roadway will be used? curb
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes_____ No X
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

N/A

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does ~~County~~ City wish rounding of cutbanks? Yes_____ No X

17. Does ~~County~~ City wish sight posts installed? Yes_____ No X

18. Does ~~County~~ City wish State to permanently stripe project? Yes X No_____

19. Will ~~County~~ City do striping? Yes_____ No X

20. Does ~~County~~ City wish guardrail installed? Yes_____ No X

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does ~~County~~ City wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No X
By rock blanket Yes_____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No_____

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by City/County? Yes X No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No X

27. Will City/County sign project outside work area during construction?
Yes ____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No ____

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

~~If yes, explain~~ This heavily traveled collector street must be reconstructed this year or the base course will be lost due to the lack of storm drains, curbs, gutters, shoulders, and failure of the surface layer.

Remarks re Section I: ____

II. BRIDGE PROJECT DATA Not applicable

1. Name of river or stream ____
2. Name of bridge ____
3. Dimensions of existing bridge. Length ____ Roadway Width ____
4. Type of design and material used in existing bridge. ____
5. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.
6. Desired width of proposed bridge ____ Approx. length ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes X No_____
   By County? Yes_____ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does ~~County~~ City have any survey data? Yes X No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes X No_____
   By County? Yes_____ No_____

4. Does ~~County~~ City desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does ~~County~~ City desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 66' Minimum 60'

2. Is any additional right-of-way needed? Yes_____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____No____

5. Should State prepare options? Yes____No____

6. Should material source site be included in right-of-way descriptions?
Yes_____ No_____

7. Is there any merchantable timber on right-of-way?
Yes_____ No_____

N/A

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No X
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
If yes, give type and name of utility company: Electric - Central Lincoln PUD, Telephone - Pacific NW Bell, and sewer & water - City of Florence.

13. Are utilities on existing right-of-way by permit _____ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad N/A

N/A

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does ~~County~~ City wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____? N/A
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel contract Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by ~~County~~ City: all materials furnished by contract.
   Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $25,000 ? is this enough

2. Available FAS Funds $ _____

3. Does ~~County~~ City wish advancement of future Federal funds? Yes _____ No X
   Amount _____

4. Date match money is available upon notification

5. Will there be any 100% ~~County~~ City money? Yes _____ No X

6. Maximum amount of 100% ~~County~~ City money available: $ N/A

7. Date ~~County~~ City requests letting: at earliest date.

Remarks re Section VI If this application can be processed in time, it is the City's desire to do this project in FY 76.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the ~~County~~ City of Florence.

This application is not complete without an attached exhibit showing location of project.

By John F. Swope
Manager, City of Florence

Date October 24, 1975

O.S.H.D. Field Engineer

Date _____

By _____
County Judge or Comm. Chairman

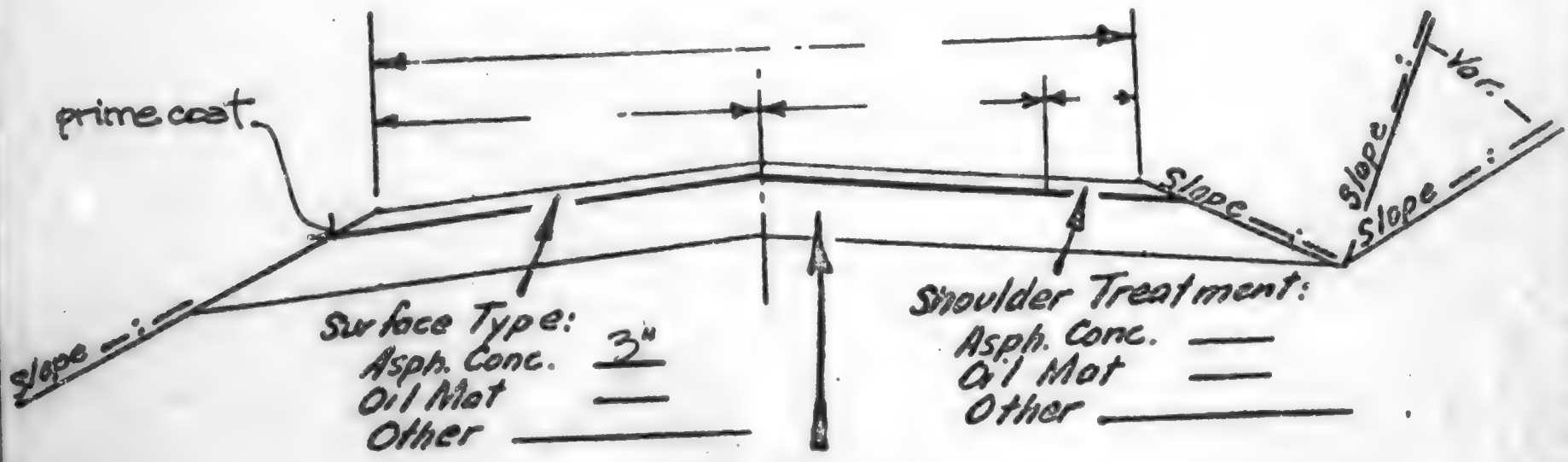
By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

County _____
Date _____

TYPICAL SECTION
Kingwood Street



Type of Base:
Pit or Quarry Run —
Crushed Stone 2" 3/4-minus over 8" 1½ minus
Asph. Treated —
Cement Treated —

No. of Lanes 2
Lane Width 12'
Shoulder Width N/A or Shy Dist. from Curb —
Median Width N/A
Total Width between Curbs 42'

Foot paths:
Asph. Conc. —
Gravel —
Bikepath AC

Curbs:
Type "C" —
Curb & Gutter X
Other —

8717

Rulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

October 20, 1975

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Mr. Jack F. Isadore
City Manager
City of Florence
P.O. Box 340
Florence, OR 97439

Dear Mr. Isadore:

This will acknowledge your letter of October 15, 1975, forwarding a revised application and project environmental assessment for an off-system roads project.

The application is being returned for signature, completion of the typical section and clarification of the project limits. A map is attached showing the apparent limits but this conflicts with the profile sent along with the application.

The assessment is being given to Mr. Eb Engelmann, Region Environmentalist, for holding pending receipt of the above-requested information. At that time he may have suggestions for possible revisions to the document.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd
Attachment

cc: L.W. Rulien
Eb Engelmann
William Anhorn

RECEIVED
COUNTY & CITY SECTION
OCT 21 1975
ENGR. OPE GE RE OPE
OCT 21 1975

CITY OF FLORENCE

P. O. BOX 340 260 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

October 15, 1975

Mr. Glen Clark
Regional Federal Aid
Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

Thank you for your letter of October 1, 1975. As you suggested in your letter, I am resubmitting the application for Off-System Roads Program Funding of reconstruction of 10th Street and Kingwood Street, in the event, that additional Off-System Funding is available later.

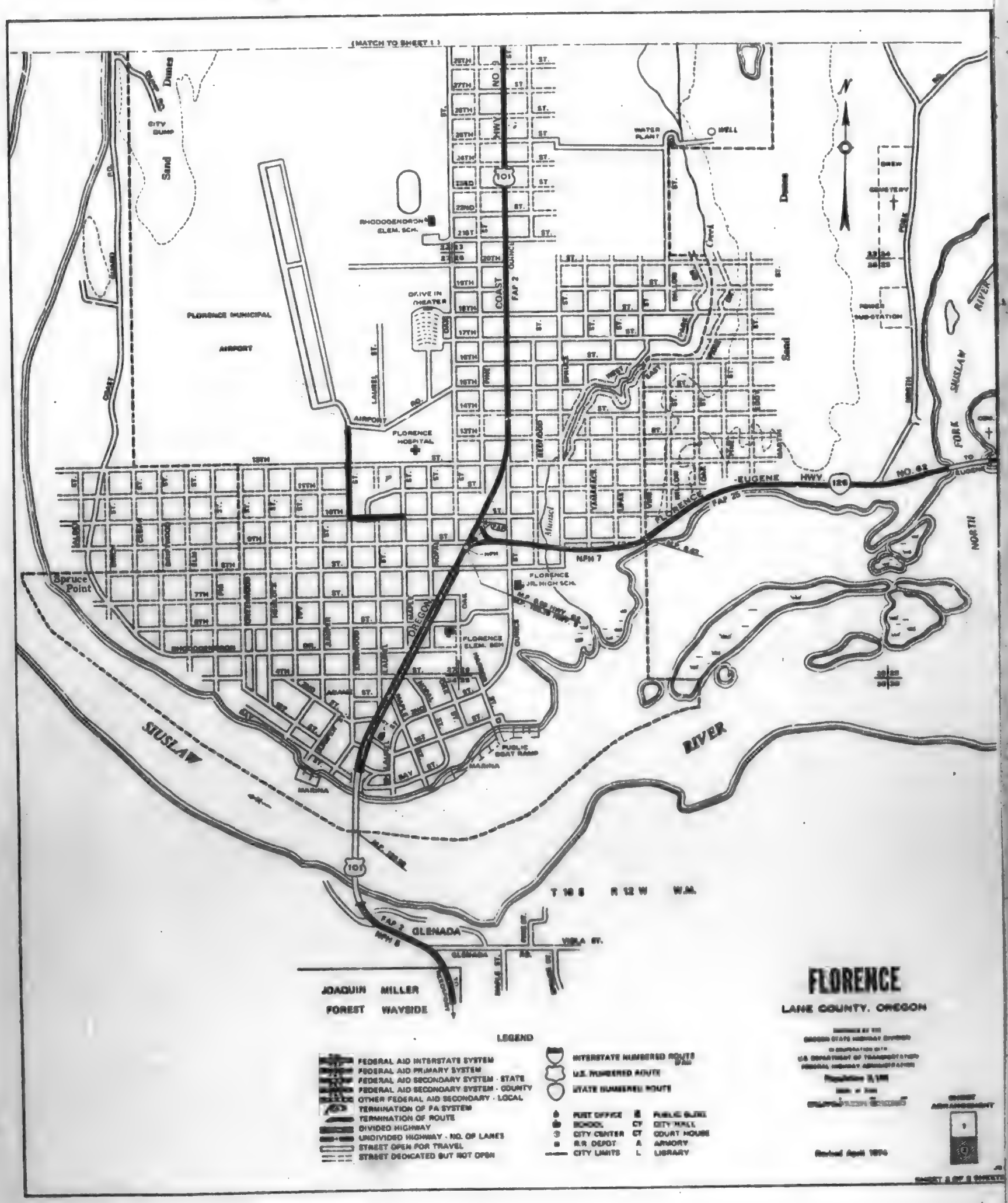
I would appreciate you placing this application from the City of Florence into the priority section for possible future funding.

Your consideration in this matter will be much appreciated.

Sincerely,

Jack F. Isadore
City Manager

JFI:ka
Enclosure


(MATCH TO SHEET 1)
Sand Dunes
CITY DUMP
FLORENCE MUNICIPAL AIRPORT
AIRPORT
RHODODENDRON ELEM. SCH.
DRIVE IN THEATER
COAST HWY. NO. 9
FAP 2
101
WATER PLANT
WELL
CEMETERY
Sand Dunes
FLORENCE HOSPITAL
LAUREL ST.
SPRUCE ST.
MAPLE ST.
OAK ST.
FLORENCE JR. HIGH SCH.
FLORENCE ELEM. SCH.
OREGON ST.
EUGENE HWY. NO. 126
FAP 25
NO. 62
NORTH FORK SIUSLAW RIVER
Spruce Point
SIUSLAW RIVER
PUBLIC BOAT RAMP
MARINA
T 18 S R 12 W W.M.
FAP 2
GLENADA
VISTA ST.
JOAQUIN MILLER FOREST WAYSIDE
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
FLORENCE
LANE COUNTY, OREGON
Revised April 1974

K St

11th St

10th St

9th St

8th St

0' 50' 40' 30' 20'

PRINTED IN U.S.A.

existing grade

reconstructed grade

60'

50'

40'

30'

20'

66'

Kingswood Street

66'

11th St

12th St

Airport Rd.

8.717

Rulien

PHO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

August 19, 1975

Mr. Jack F. Isadors
City Manager
P.O. Box 340
City of Florence
Florence, Oregon 97439

George
who's 1st
& what's
ahead for
these that
carry early
date?
DmH

Dear Mr. Isadors:

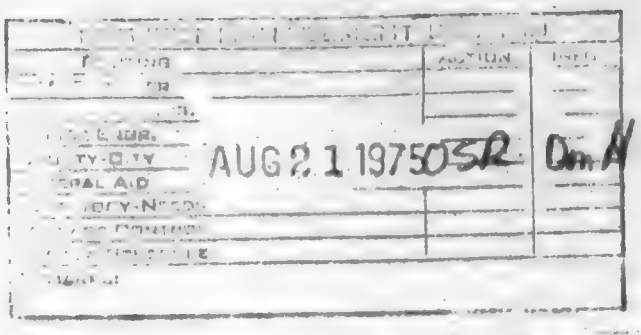
This office has received your letter of July 21, 1975, transmitting two Off-System Roads Program applications and environmental assessments to Lane County. The County forwarded them to the Lane Council of Governments' office and they in turn forwarded them to this office.

All project applications for any of the various federal-aid programs should be forwarded directly to this office.

The Off-System Roads Program is limited to one project per agency and the total city application in any one county may not exceed $100,000. The urban area (Cottage Grove) over 5,000 population and the Eugene-Springfield urbanized area (over 50,000) are excluded from this program.

Please select one of the two projects submitted, sign the application, complete the typical section and advise if a consultant is to perform the preliminary and construction engineering. The State is not in the position to perform any of the engineering for this program. The work by a consultant is eligible for federal-aid up to 78%. The City's match would be 22% of the total cost, including preliminary engineering performed by the consultant.

The City could perform the preliminary engineering if prequalified by the Federal Highway Administration.



Mr. Eb Engelmann, Regional Environmentalist, has the Environmental assessments and will be contacting you if there is any additional information he needs before forwarding the assessment for the project you select.

Please contact this office if you have any questions.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd
Attachments

cc: L.W. Bulien
William Anhorn
Eb Engelmann

Ruben

CITY OF FLORENCE

P. O. BOX 340 250 HIGHWAY 101 NORTH PHONE 997-3436 FLORENCE, OREGON 97439

Office of: City Manager

July 21, 1975

RECEIVED
AUG 7 1975
DIRECTOR OF
PUBLIC WORKS

Mr. Al Driver
Director of Public Works
Lane County Courthouse
125 E 8th
Eugene, Oregon 97401

Re: FAS-C Off System Road Program

Dear Mr. Driver:

I am enclosing 2 completed Project Requests and Environmental Assessments for consideration under the above referenced program.

I was advised by Lane Council of Governments to sent these directly to your department. I also, attempted (in vain) to obtain more specific information in regard to these applications, but to no avail. If there is additional information or questions, please feel free to contact me and I will expedite whatever is required.

Your early advise on these applications will be appreciated.

Sincerely,

Jack Isadore

Jack F. Isadore
City Manager

JFI:ka
cc City Recorder
City Planner

.1979 SE Monterey Ave. - 8918
SE Harmony Rd. Cascade
Hwy. (82nd) (Tr. sig.)

CBA 6059

1-19-79
5-16-79
7-25-77

8918

January 7, 1982

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#8918

Gentlemen or Ladies:

On December 30, 1981, we wrote to you concerning release of final payment on Contract No. 8918 awarded to Hamilton Electric, Inc. for work on the S.E. Monterey Avenue-S.E. Harmony Road Section of the Cascade Highway in Clackamas County.

Final payment on this contract is $5,000 and the total contract amount is $707,858.55. No work was performed under forces account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmm
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8918

file e.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

8918

July 31, 1981

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

COM 5
#8918

Attention: Emerson Hamilton

Gentlemen:

Thank you for your letter of July 23, 1981, with attached Satisfaction and Release of Claim on Performance Bond signed by Signal and Control Systems, Inc.

This was in connection with a claim in the amount of $10,000 filed against your Contract No. 8918 for work on S.E. Monterey Avenue-S.E. Harmony Road Section of the Cascade Highway in Clackamas County.

This information will be noted in our records and we will advise the surety of this payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Joseph, Gudger, McKeehan & Jones
Attn: Monte G. McKeehan
Attorneys at Law
35 East 11th Avenue, Suite A
Eugene, OR 97401

NOTED ON CARD
JS 7/31/81

HE
ELECTRICAL CONTRACTING

July 23, 1981

Oregon State Highway Division
Oregon Department of Transportation
Highway Building
Salem, Oregon 97310

The attached claim on performance bond dated November 7, 1980 was filed in reference to O.S.H.D. Contract #8918. Attached also is a satisfaction and release of the claim on that bond, dated June 27, 1981. This should allow any retentions on this contract to cover this claim to be released immediately. If you have any questions, please contact us.

Very truly yours,

Emerson Hamilton

EH:grg

Attachments

cc: Secretary of State
Willard Hoffman, R.E.
Transamerica Insurance Co.

RECEIVED
JUL 24 1981
COMMERCIAL VEHICLE SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JUL 24 '81
REFER TO
FOR
Init. | Maint. | R/D | D/R | Spec. | Acct. | File

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 702 EUGENE, OREGON 97440

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc. by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $10,000.00 against the bond taken from Hamilton Electric, Inc., P. O. Box 708, Eugene, OR 97440 and the surety thereon being Transamerica Insurance Company by way of performance bond dated May 21, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on Southeast Harmony Avenue; Southeast Harmony Road, located in Clackamas County, City of Portland (4.8 miles south of the City of Portland) and in reference to Oregon State Highway job No. 8918. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 708, Eugene, Oregon 97440.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 7th day of November, 1980.

SIGNALS & CONTROL SYSTEMS, INC.

By _____
Title: Sec. Treas.

RECEIVED
JUL 24 1981
COMMISSION OFFICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY
By _____

EXHIBIT "A" TO
CLAIM ON BOND OREGON STATE
HIGHWAY - DEPARTMENT OF
TRANSPORTATION JOB #8918

Signals & Control Systems, Inc. equipment furnished together with labor for installation re: Invoice 0285-7 - invoice dated October 13, 1980:

RETAINAGE WITHHELD FROM PAYMENT 4/2/80	$10,000.00

RECEIVED
JUL 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

SATISFACTION AND RELEASE OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division

BE IT HEREBY ACKNOWLEDGED that that previous claim on performance bond filed by Signals & Control Systems, Inc., a Washington corporation, against Hamilton Electric, Inc., for the sum of $10,000.00, in reference to Department of Transportation job No. 8918, and against the surety bond being posted through Transamerica Insurance Company, said bond dated May 21, 1979, has been paid in full.

Satisfaction of all sums due and owing pursuant to the terms and provisions of Signals & Control Systems, Inc. invoice No. 0285-7, dated October 13, 1980, is hereby satisfied in full, full payment being hereby acknowledged.

This satisfaction and release of claim on performance bond is being filed with the Secretary of State's office, or the clerk or auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division.

DATED this 27 day of JUNE, 1981.

SIGNAL & CONTROL SYSTEMS, INC.

By _____
Title

RECEIVED
JUL 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION AND RELEASE
OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division

BE IT HEREBY ACKNOWLEDGED that that previous claim on performance bond filed by Signals & Control Systems, Inc., a Washington corporation, against Hamilton Electric, Inc., for the sum of $10,000.00, in reference to Department of Transportation job No. 8918, and against the surety bond being posted through Transamerica Insurance Company, said bond dated May 21, 1979, has been paid in full.

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DATED this 27 day of JUNE, 1981.

SIGNAL & CONTROL SYSTEMS, INC.

By _____ Title SEC/TREA

RECEIVED

SATISFACTION AND RELEASE
OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division

BE IT HEREBY ACKNOWLEDGED that that previous claim on performance bond filed by Signals & Control Systems, Inc., a Washington corporation, against Hamilton Electric, Inc., for the sum of $10,000.00, in reference to Department of Transportation job No. 8918, and against the surety bond being posted through Transamerica Insurance Company, said bond dated May 21, 1979, has been paid in full.

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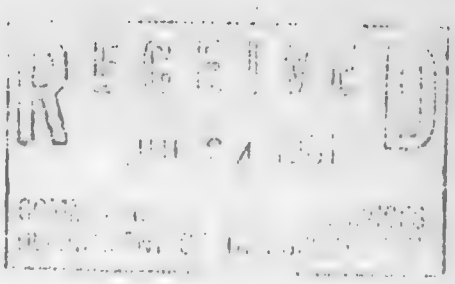
DATED this 27 day of JUNE, 1981.

SIGNAL & CONTROL SYSTEMS, INC.

By _____
Title Secretary



8918

6-24-81

NARRATIVE REPORT

PROJECT: S.E. Monterey Ave. - S.E. Harmony Rd.

PREFIX: 003-8253 CONTRACT #: 8918 FEDERAL AID #: State

DATE OF CONTRACT: May 21, 1979

DATE OF COMPLETION TIME LIMIT: Jan. 28, 1980

DATE WORK STARTED: July 2, 1979

DATE WORK COMPLETED: Dec. 3, 1980

TIME OVERRUN: Time extension granted

CONTRACTOR: Hamilton Electric Inc.

SUBCONTRACTORS: Portland Road and Driveway, paving ; Coral Corp., signs ; Brothers Concrete Cutting, detection loops ; K & R Plumbing, grading and concrete ; C-2 Construction, trenching.

1 Verstoeg Doc
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
JUN 24 1981
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

This contract, paid for by Ernest Hahn Corp., developers of the Clackamas Town Center was to ameliorate the effects of said development on traffic on 82nd Avenue, Sunnyside Road and I-205. It consisted of a series of interconnected traffic signals on 82nd Ave. and on Sunnyside Rd., and of approaches, turn lanes, curbs and sidewalks on 82nd Ave.

The 10 month delay in completing the project was a direct result of interconnecting delays in the development itself. Paving of development approaches, in which detector loops had to be placed, was delayed almost a year. Delays in relocating the telephone facilities made it impossible to do the paving work in 1979 as planned. Final delays were caused by cutting of the loops and interconnect cables by various contractors working on the development.

Three time extensions have been granted which have extended allowed time to cover the completion date.

Traffic Control: No serious traffic problems developed. The planned control measures were adequate.

Grading, curbs, walks and paving: As mentioned this work was delayed by

telephone relocations. The 36" storm drain pipe had to make a nearly parallel crossing of a sanitary sewer in a very poor condition. This latter was rebuilt with iron pipe under P.A.# 2 to protect our installation from troubles with the underlying one. The curb and pavement on the south side of Harmony Rd. was eliminated because of a development on the adjoining property that required a changed configuration. This work was done as part of that development.

Signs: The subcontractor misread the references and got the sign bridge footings one foot too far apart. The north footing was jacked a foot south at his expense. An existing sign footing on 82nd Ave. which was to be used was no longer existing. A new one was furnished under PA no. 7.

Traffic signals: The 170 controller system used was experimental with numerous bugs. Most have been worked out. A new program for 82nd Ave., Sunnyside Road intersection is being ordered direct from the supplier. This, an unanticipated item, is not being charged to the developer.

Many design changes were made during the life of the project by the Traffic Section to conform with changing standards. These were incorporated by means of price agreements numbers 1,3,4,5, and 7.

Costs associated with PA no. 3 were charged to Far West Federal Savings since it provided a southbound left turn refuge for their business at 82nd and Harmony Rd. This revision came well after the project started and required the contractor to furnish stronger strain poles. Acquisition of the poles contributed to delays encountered on the project.

Experience with these signals in operation leads me to strongly recommend that ALL heads be tethered in East Portland and other areas with strong recurring winds.

W.E. Hoffman
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: S.E. Monterey Ave.-S.E. Harmony Rd. Contract No.: 8918
Highway: Cascade Prefix:003-8253
County: Clackamas F.A. No.: State

Item No.	Item	Unit	Original	Semi-Final	

SUMMARY

Bid Items	$699,353.92	$689,164.68	-1.5 %
Anticipated Items	$ 27,295.00	--	--
Contingencies	$ 32,699.20	--	--
Engineering	$ 65.398.40	65,398.40	--
Liquidated Damages	$ --	--	--
Total	$824,746.52	$781,409.71	-5.3 %

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

19	Concrete Walks	CY	1,400	1,251	-10.6 %

Walks were constructed in all areas shown on plans.

20	Concrete Driveways	CY	340	255	-25.0 %

All needed drives were constructed as shown on the "As Constructed" plans.

There are several Bid Items on this project that have minor underruns none of which on an idividual bases affected the total project cost meaningfully.

8918

2.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	S.E. Monterey Ave.- S.E. Harmony Rd.
WEEK ENDING	6/6/81
SECTION PREFIX	003-8253
HIGHWAY	Cascade
COUNTY	Clackamas
NAME OF JOB	
KIND OF WORK	Grading, Paving and Signals
CONTRACTOR	Hamilton Electric, Inc.
CONTRACT NUMBER	8918
FEDERAL AID PROJECT NUMBER	State
DATE OF CONTRACT	5/21/79
DATE WORK STARTED	7/2/79
ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN 0 SUPERVISION	
SPECIFIED WORK DAYS	
WORK DAYS USED	
SPECIFIED CALENDAR DAYS 457	
CALENDAR DAYS USED 457	
SPECIFIED COMPLETION DATE	
PERCENT OF TIME ELAPSED 100	
PROJECT AUTHORIZATION $824,746.52	
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING $759,348.12	
ENGINEERING AUTHORIZATION $65,389.40	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $714,534.18	
ENGINEERING COST TO DATE $55,000.00	
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100	
ESTIMATED PERCENT OVERRUN 6 %	
PERCENT OF AUTHORIZATION 84 %	
DATE PROJECT WAS COMPLETED 12/3/80	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JUN 8 1981
CONSTRUCTION BRANCH

ASST. — OM
CAE — CA
FOE — LE
QCE — TC
SCS — FE
EEO — CP

	GENERAL RIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office work on Semi-Final

SIGNED W.E. Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8918

L.

LAW OFFICES

HOYT, GAYDOS & CHURNSIDE, P. C.

THOMAS H. HOYT
GERRY GAYDOS
DONALD J. CHURNSIDE

THE CITIZENS BUILDING
975 OAK STREET, SUITE 910
EUGENE, OREGON 97401

TELEPHONE
AREA CODE 503
485-5151

May 13, 1981

Monte C. McKeehen, Esq.
Joseph, Gudger, McKeehen & James
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Re: State of Oregon, Department of Transportation - Contract [redacted] with Hamilton Electric, Inc. and Hamilton Electric, Inc. purchase order agreement 655 with Signals and Control Systems, Inc.

Dear Mr. McKeehen:

Hamilton Electric, Inc. paid Signals all amounts due them on the above contract in January, 1981. Our understanding in paying your client was that the claim on bond filed by you on behalf of Signals under date of November 10, 1980 would be immediately released. As of this date, the claim on bond has not been released and Hamilton Electric, Inc. is incurring damages as a result. You are hereby requested and notified that this claim on bond must be released immediately.

Yours truly,

Thomas H. Hoyt

THH:s
cc: Hamilton Electric, Inc.
Robert W. Gormsen
Dept. of Transportation
Smith & Crakes Insurance

gormsen notified (no resp. req.)

RECEIVED
MAY 14 19[illegible]
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

8918

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1981

In Reply Refer to
File No. CON 5 #8918

Hamilton Electric, Inc.
P.O. Box 700
Eugene, OR 97440

NOTED
H.S.COULTER

Re: Time Extension Request
S.E. Monterey Ave.-S.E. Harmony Road
Contract No. 8918

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. While our review does not agree that the reasons stated in your request are valid, we do find that a contract time extension of 47 calendar days for Phase "B" is warranted due to delays associated with performing extra work under Order For Extra Work No. 2.

This time extension eliminates all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Ed Hardt
W. E. Hoffman
Bob Church

RECEIVED
STATE HWY ENGR
JAN 30 '81
REFER TO
FOR
file | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

#8918

TRA 7-6

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. Hardt
Region I Engineer

DATE: January 23, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Phasing
Sunnyside/Harmony Road at S.E. 82nd Avenue
Contract 8918
Clackamas Town Center

NOTED
H.S.COULTER

Mr. H. S. Coulter has approved the expenditure of $1,500 in State funds to provide a software program change at the subject intersection. The new operation is shown on the attached sketches. The original program included one programmable overlap (OLA) and three overlaps in software (OLC, OL3, OL7).

The changes required are to provide the programmable overlap OLB, revise the signal monitoring and cabinet wiring. Any additional revisions shall have prior approval of the Engineer. The revisions to the software program shall be fully documented as described in 661.51(a) of the Special Provisions. Cabinet wiring diagrams and operators manual shall be updated.

Will you please have the Resident Engineer initiate a price agreement and notify this office when the changes have been made.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

WZ:er

Attachments

cc: R. T. Judson
C. T. Keasey

bc: H. S. Coulter
V. E. Skoog

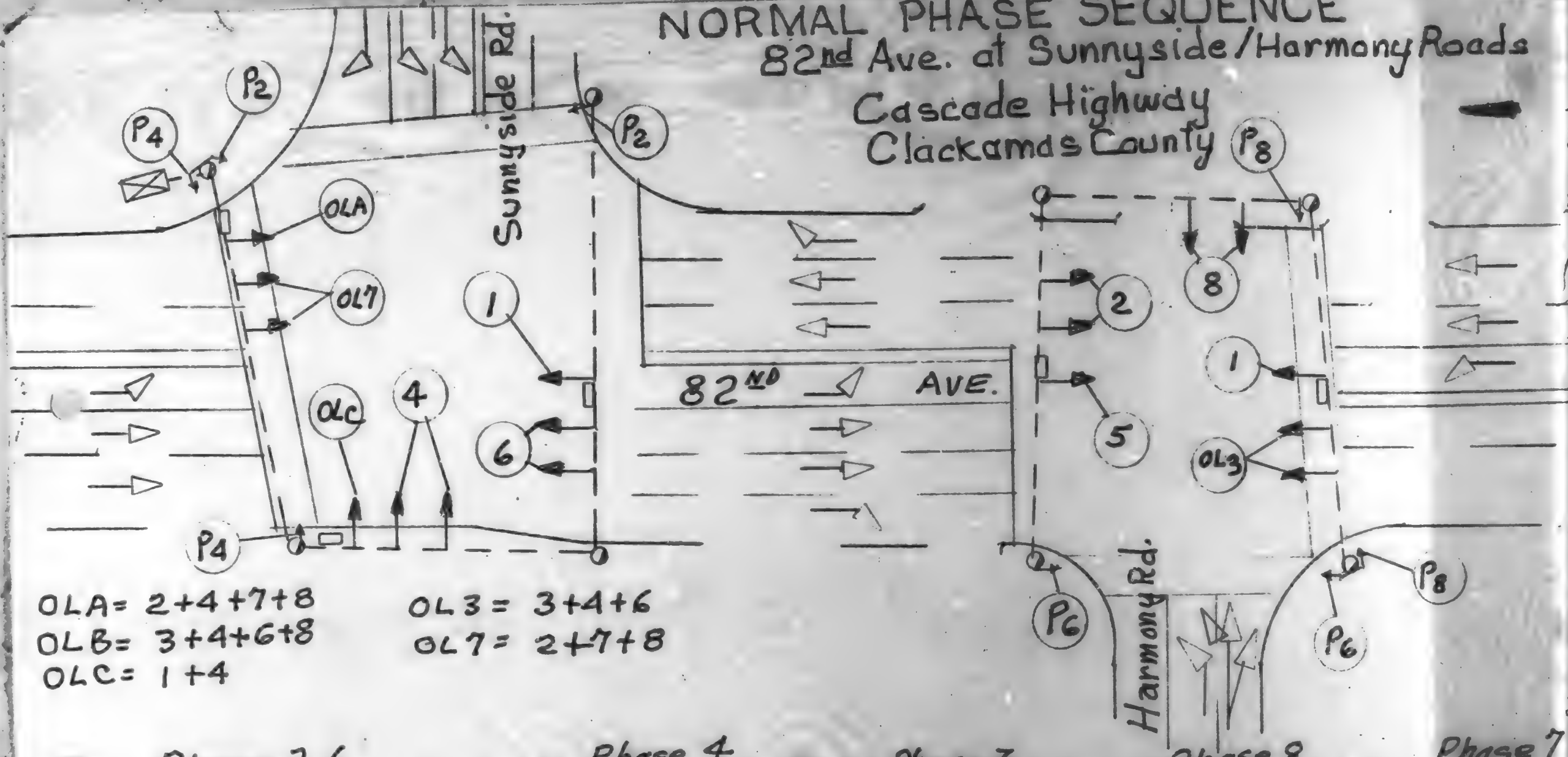
RECEIVED
STATE HWY ENGR
JAN 26 '81
REFER TO
FOR

Contains Recycled Materials

81-128-1289

SP*75663-125

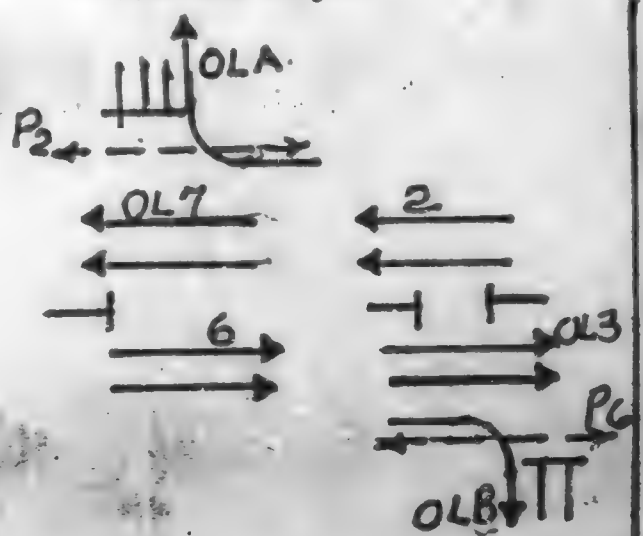
NORMAL PHASE SEQUENCE
82nd Ave. at Sunnyside / Harmony Roads
Cascade Highway
Clackamas County



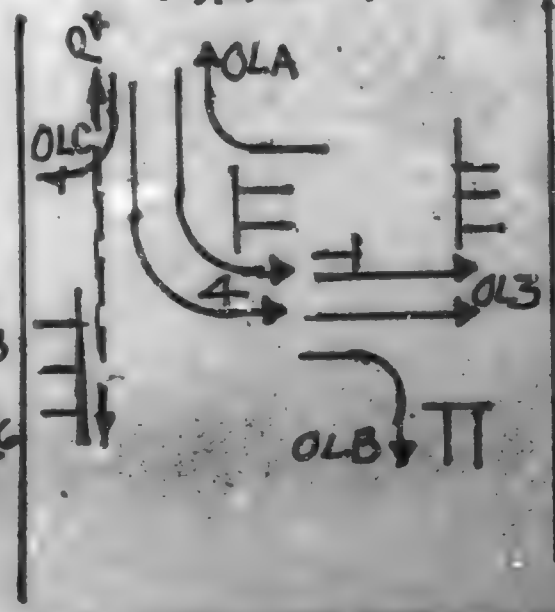
OLA = 2+4+7+8
OLB = 3+4+6+8
OLC = 1+4

OL3 = 3+4+6
OL7 = 2+7+8

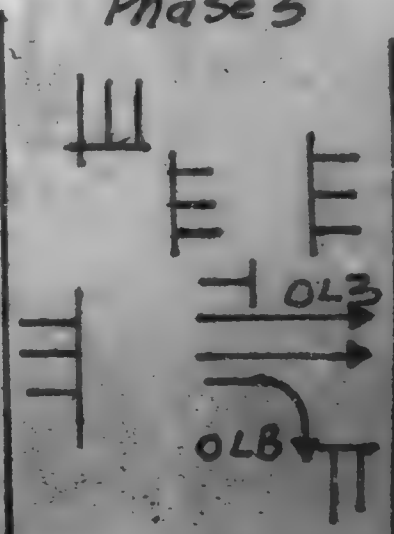
Phase 2, 6



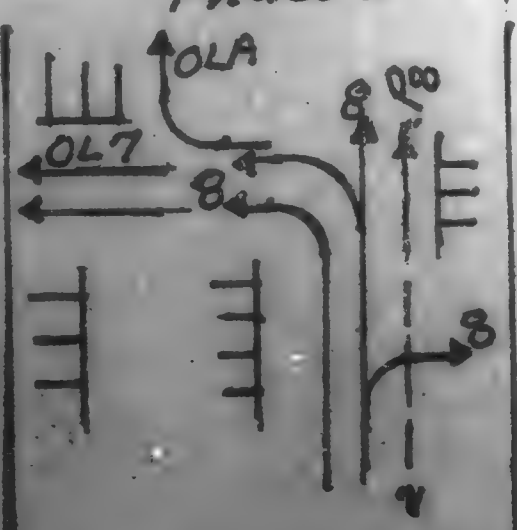
Phase 4



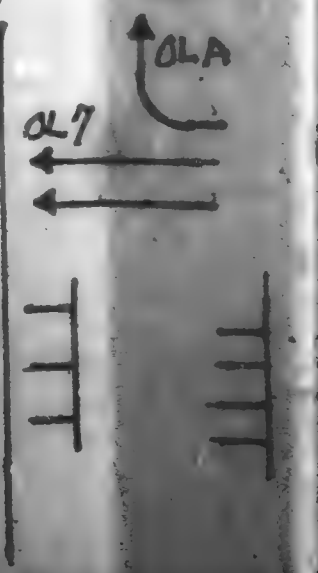
Phase 3



Phase 8

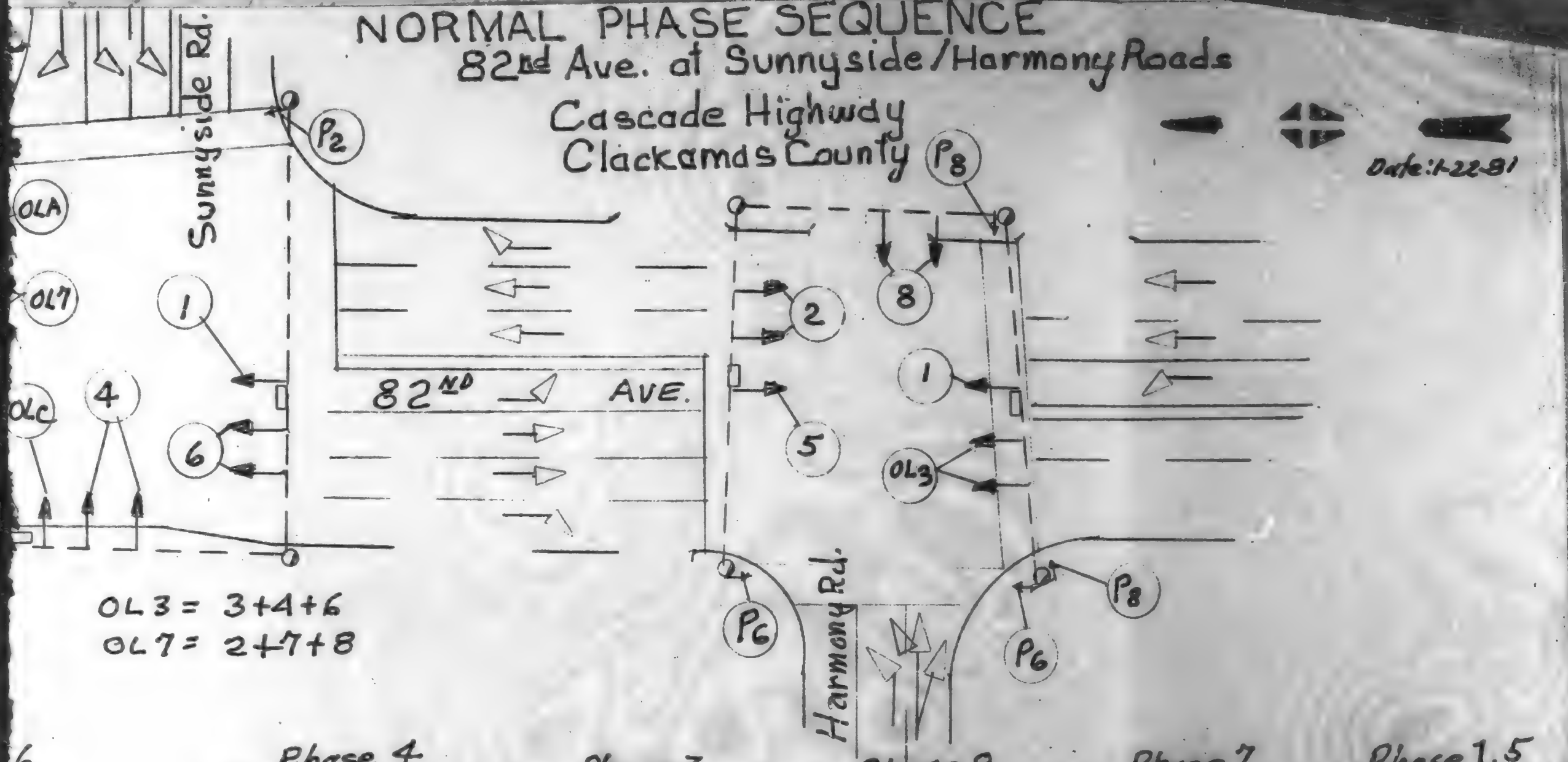


Phase 7

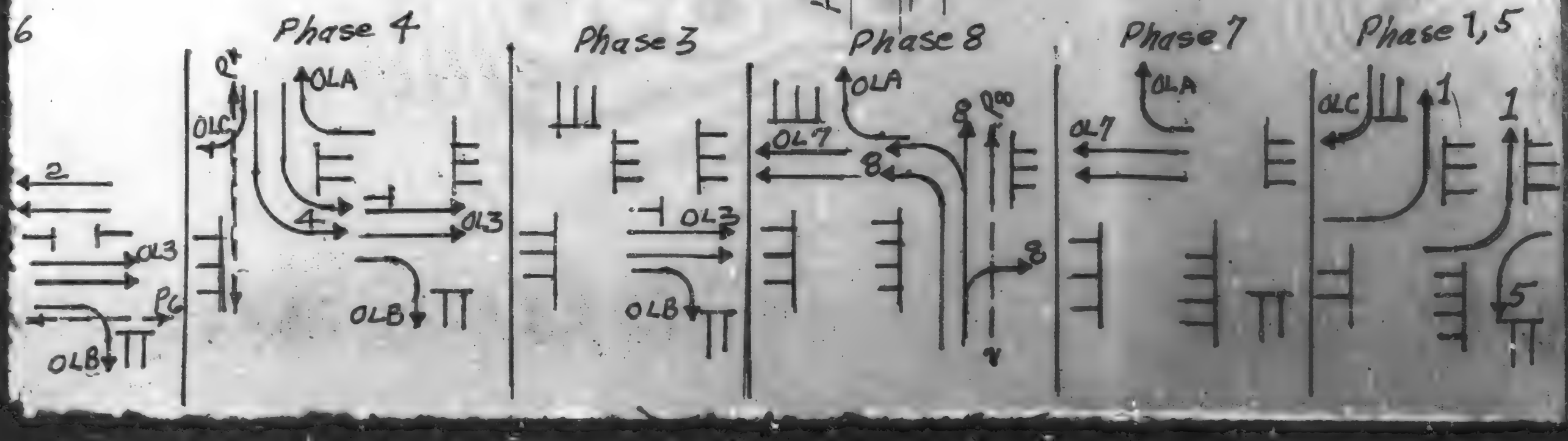


NORMAL PHASE SEQUENCE
82nd Ave. at Sunnyside/Harmony Roads
Cascade Highway
Clackamas County

Date: 1-22-81



OL3 = 3+4+6
OL7 = 2+7+8



8918

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: H. S. Coulter
State Highway Engineer

DATE: January 16, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal
Clackamas Town Center

The developer of the Clackamas Town Center shopping center funded about $800,000 of signal work as part of the access requirements. Two of the seven signals are at the Sunnyside Road ramp terminals on Interstate 205. This office approved a proposal by the contractor to install a software program in the 170 controller that resulted in less than efficient control for certain movements of traffic at these two intersections.

To revise the operation will require a change in the software program that the contractor will charge about $1,500 to do. We do not believe that the developer should be made to pay for a problem that we created. There are no State funds involved in this project. Because of this fact, your approval is requested to charge the revision against the contract as an item that will not be billed to the developer but will be paid for by the State.

L. E. George
Traffic Engineer

LEG:ds 1-20-81 cy

cc: V. E. Skoog
E. L. Hardt
R. T. Heinz

APPROVED

STATE HIGHWAY ENGINEER

Date 1-19-81

RECEIVED
STATE HWY ENGR
JAN 19 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1567

SP*75683-125

817 5494

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

September 20, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8918

Joseph, Gudger, McKeehen & James
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

FILED
NOV 24 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of November 10, 1980, with attached Claim on behalf of Signals and Control Systems, Inc., indicating that Hamilton Electric, Inc. owes them for traffic signal equipment and labor in the amount of $10,000.

The claim states this is in reference to the Hamilton Electric, Inc. Contract No. 8918 for work on the S.E. Monterey Avenue-S.E. Harmony Road Section of the Cascade Highway in Clackamas County.

Transamerica Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-26-80 bmc

kkr

cc: Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

RECEIVED
NOV 25 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JOSEPH, GUDGER, McKEEHEN & JAMES
ATTORNEYS AT LAW
59 EAST 11TH AVENUE, SUITE A
EUGENE, OREGON 97401
AREA CODE 503 - 686-2244

JON A. JOSEPH
CHARLES M. GUDGER, III
MONTE C. McKEEHEN
DAVID W. JAMES, JR.

COTTAGE GROVE OFFICE
942-7311

REPLY TO EUGENE OFFICE

November 10, 1980

Clerk
Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 997310

Re: Filing Notice of Claim on Bond pursuant to ORS 279.528
Signals & Control Systems, Inc., Claimant
Hamilton Electric, General Contractor
Oregon State Highway Division, Public Body Letting
Contract -- Contract No. No. 8918

Dear Sir:

Enclosed is a true copy of the lien we are filing in the above entitled matter.

Very truly yours,

JOSEPH, GUDGER & McKEEHEN

Monte C. McKeehen

MCM:db
Enclosure

RECEIVED
NOV 13 1980
COMMISSION ... SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the instailation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as thcugh fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc. by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $10,000.00 against the bond taken from Hamilton Electric, Inc., P. O. Box 708, Eugene, OR 97440 and the surety thereon being Transamerica Insurance Company by way of performance bond dated May 21, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on Southeast Harmony Avenue; Southeast Harmony Road, located in Clackamas County, City of Portland (4.8 miles south of the City of Portland) and in reference to Oregon State Highway job No. 8918. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 708, Eugene, Oregon 97440.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 7th day of November, 1980.

SIGNALS & CONTROL SYSTEMS, INC.

By _____

Title: _____

RECEIVED
NOV 12 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY
By _____

EXHIBIT "A" TO
CLAIM ON BOND OREGON STATE
HIGHWAY - DEPARTMENT OF
TRANSPORTATION JOB #8918

Signals & Control Systems, Inc. equipment furnished together with labor for installation re: Invoice 0285-7 - invoice dated October 13, 1980:

RETAINAGE WITHHELD FROM PAYMENT 4/2/80	$10,000.00

CLAIM ON PERFORMANCE BOND

RECEIVED
NOV 12 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8918

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No

June 23, 1980

NOTED
H. S. COULTER

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

Gentlemen:

Re: Time Extension Request
SE Monterey Avenue-S.E. Harmony Road
Contract No. 8918

Your request for additional contract time on the above project has been reviewed. A time extension of 226 calendar days is granted for phase "A" and 155 calendar days for phase "B" of the project due to extra work and utility delays. The revised completion time for phase "A" is 346 calendar days and for phase "B" is 395 calendar days.

It appears that we have assessed liquidated damages on this project when valid reason for additional contract time existed. This is not our desire or intent. However, we cannot grant additional contract time until it is requested by the contractor with the consent of his surety. We, therefore, urge that valid requests for additional contract time be submitted prior to the expiration of the original contract time, even though the total delay may be indeterminate at that time. Supplemental requests may be submitted, for the same valid reason, when the total delay becomes known.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H.S. Coulter
Ed Hardt
W.E. Hoffman

RECEIVED
STATE HWY ENGR
JUN 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | ET

Form 734-3122

8918

68
01
160

ROAD DESIGN SECTION 378-6558

October 15, 1979

W. Hoffman
Resident Engineer
ORIGINAL SIGNED
[redacted] CHRISTENSEN
Final Design Engineer

Sign Shop Drawings
S.E. Monterey Ave.-S.E. Harmony Road Sec.
[redacted]
Clackamas County
Contract No. 8918

Enclosed find three sets of approved shop drawings for the Type "J" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Coral Corporation for sign fabrication.

WJH:rw
Attachments
cc: C. T. Keasey
E. L. Hardt
W. G. Beard

8918

68 ow
160

ROAD DESIGN SECTION 378-6558

August 29, 1979

Willard Hoffman
Resident Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
S.E. Monterey Ave.-S.E. Harmony Rd. Sec.
[redacted]
Clackamas County
Contract No. 8918

Enclosed find three sets of approved shop drawings for the Type "AA" signs on the above named project. One set should be retained by you for field inspection purposes, one set forwarded to Don Mackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for fabrication of the signs.

WCB:mw
Attachments
cc: C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 04 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

8918

68

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 18, 1979

Edward L. Hardt/cr

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: SE MONTEREY AVE.-SE HARMONY RD.
CONTRACT NO. 8918

TO: MEMO TO THE FILE

The Region 1 Right of Way office has asked me to clarify our intentions for access control for the design of the subject project on the west side of 82nd Avenue directly north of Harmony Road. I've been shown a xerox print of a map showing files 50143, 44, 45, and 46 where access control is designated. It was not our intent to control the access of these properties, instead the existing driveways should be reconnected as part of the widening work.

ELH/cr
Attachment

cc Hal Versteeg w/attachment
J. B. Boyd "
Ken Rolfe "
Maury Payne "

7-23-79
access is limited to locations which will allow the present driveways to be reconnected.
ELH

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Waterig

RECEIVED
JUL 19 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

SUNNYSIDE

T.1S
T.2S

R.L.&F.L. Railroad
478-116
Shell Oil Co. (Lessee)
501-345

Far West Federal Savings & Loan
R74-45762

50141

375'±

50142

33

4

32

5

234'±

300'±

1500'±

32'±

50143

50144

50145

50146

SOUTHGATE VILLAGE

P.L. Hirschburg Jr. et al
R74-29543

K. Condron (CP)
681-753

S.E. HARMONY ROAD

U.S. National Bank of Oregon

OREGON STATE

Acquired	
For	
Highway	
County	
Scale:	1" = 50

SUNNYSIDE

T.1S
T.2S

R.L.G.F.L. Ramsdell
478-176
Shell Oil Co. (Lease)
501-345

Far West Federal Savings & Loan
R74-45762

W.L. & D. Selman
R73-55...

50141

50142

50145

50146

P.L. Hirschburg Jr. et al
R74-29543

VILLAGE

Glynn
R Condra, (CP)
681-753

S.E. HARMONY ROAD

33
4
32
5

U.S. National Bank of Oregon

OREGON STATE HIGHWAY DEPARTMENT	
Acquired	As Shown
For	Right of Way
Highway	Cascade North
County	Clackamas
Scale: 1" = 50'	Date: Feb., 1978

9718

The Chase Manhattan Bank, N.A.
1 Chase Manhattan Plaza
New York, New York 10015

CHASE

May 16, 1979

State of Oregon
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

ATT: Mr. Gerald Wimer

RE: CLACKAMAS TOWN CENTER ASSOCIATES

At the request of Roger Williams of Ernst W. Hahn Inc. enclosed herewith is the letter of credit issued by the Chase Manhattan Bank, N.A. on behalf of Ernst W. Hahn, Inc.

Kindly acknowledge receipt of this instrument by signing and returning the copy of this letter.

Thank you.

Very truly yours,

Joseph E. Hayes

Recieved by Harold Wimer

Date 5-21-79

Awarded 5-21-79
Jon Ross notified

Irrevocable Commercial Letter Of Credit

The Chase Manhattan Bank, N.A.
P.O. Box [illegible] Church Street Station
New York, [illegible] York 10249

CHASE

Cable Address: Chamanbank

Letter Of Credit Division

U.S.$845,800.00---

May 16, 1979

Drafts drawn hereunder must be marked:
"Drawn under the Chase Manhattan Bank, N.A., New York, L/C Ref. P-330797 " and indicate the date hereof.

State of Oregon
by the Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Gentlemen:
We hereby authorize you to draw on The Chase Manhattan Bank N.A., New York, New York

by order of Ernst W. Hahn, Inc.
200 Continental Boulevard, El Segundo, California 90245

and for account of Ernst W. Hahn, Inc.
200 Continental Boulevard, El Segundo, California 90245

up to an aggregate amount of EIGHT HUNDRED FORTY FIVE THOUSAND EIGHT HUNDRED U.S. DOLLARS....

available by your drafts at sight
accompanied by :

-A notarized statement signed by any one of the following, Controller Bern Skoog, Highway Engineer H.S. Coulter or Assistant State Highway Engineer E.S. Hunter that in accordance with that certain Agreement between Ernst W. Hahn, Inc. and State of Oregon dated July 19, 1977 entitled "Cooperative Improvement Agreement, Miscellaneous Contracts Agreement 6059" and Supplemental Agreement(s) approved January 15, 1979 and May, 1979 (hereinafter called "Agreement") Ernst W. Hahn, Inc. has defaulted in performance of Offsite Street Improvements under the "Agreement" and that the State of Oregon is entitled to the amount of their drawing hereunder.

Reference in this Letter of Credit to the "Agreement" is for identification purposes only. The terms and conditions of same are not incorporated in nor made part of this Letter of Credit.

presented at this office
Drafts must be drawn and [redacted] not later than May 16, 1980

The amounts thereof must be endorsed on this Letter Of Credit.
We hereby agree with the drawers, endorsers, and bonafide holders of all drafts drawn under and in compliance with the terms of this credit, that such drafts will be duly honored upon presentation to the drawee.
This letter of credit is subject to the Uniform Customs and Practice for Documentary Credits (1974 Revision) International Chamber Of Commerce Publication No. 290.

JDB

Yours very truly,

Authorized Signature
[illegible] VICE PRESIDENT

FM374 REV 8 77

8918

CLACKAMAS Town Center

May 16, 1979

Mr. Gerald Wimer
State of Oregon
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Wimer:

RE: OFF SITE IMRPOVEMENTS - OREGON STATE HIGHWAY DIVISION
CLACKAMAS TOWN CENTER - FILE 7413-F

Confirming our telephone conversation of this morning, enclosed is our check in the amount of $100,000 made in favor of the State of Oregon, Department of Transportation, Highway Division. This is in compliance with our Second Supplemental Agreement which you state the State of Oregon has approved.

In accordance with that Agreement, the State's monthly draw against the subject project will be made against this sum to cover payment of work completed at the time of the draw. We will replenish the account with the State by the payment of the total voucher/draw presented.

As you know and as explained to you by telephone, you will be receiving directly from the Chase Manhattan Bank a Letter of Credit which will serve as our guarantee against the State pay request. The Letter of Credit may be drawn upon by the State only in the event that our company fails to perform its requirements under paragraph 3 of the reference Agreement. According to advice from the Highway Division, the total project has been contracted for by the State at a cost of $345,800.00.

Very truly yours,

CLACKAMAS TOWN CENTER ASSOCIATES

William A. Lyle
Project Manager
Development Division

5-21-79

PROJECT MANAGEMENT
PME ☐ CCE ☐ DM ☑
LGE ☑ FAE ☐ OPE ☐
MAY 21 1979
File: PM FA
TAA LG OP

200 Continental Boulevard, El Segundo, California 90245 213/772-4200

cc: C. Ackerlind / L. Hidvegi / R. Williams

Enclosure

8918

May 16, 1979

Ernest W. Hahn, Inc.
200 Continental Blvd.
El Segundo, CA 90245

MISC. CONTRACTS and
AGREEMENTS No. 6059

Gentlemen:

Attached for your records is a fully executed copy of a second supplemental agreement modifying the method of payment for a developer-financed project covering highway improvements on 82nd Avenue (Cascade Highway North) to accommodate the Clackamas Town Center.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

G. W. Read
COMMISSION SERVICES

Sbm

Att.

cc Gerald Winar (agree. att.)

8918

CLACKAMAS Town Center

May 11, 1979

PROJECT MANAGEMENT
DES ☐ CE ☐
ENG ☐ TAE ☐ CPL ☐
1 1 1979
M
File: PM FA
LG OP

Mr. Gerald Wimer
State of Oregon
Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Wimer:

We have had our attorneys prepare the accompanying Second Supplemental Agreement covering the funding of the off site improvement work to be executed by the State of Oregon, Department of Transportation. Three (3) copies of the Agreement are enclosed as executed by Ernest W. Hahn, Inc.

This Agreement incorporates the terms which we discussed recently by telephone and we feel meet the agreed to terms. If this is in accord with your thinking, would you please have all three copies executed and dated and return two (2) copies to this office.

We have received from the Chase Manhattan Bank a draft of the Letter of Credit referred to in the Agreement which will be forwarded to you separately.

The $100,000.00 advance towards the cost of improvement work will be sent to you in check form by next Wednesday (5/16/79). As agreed, this check will be made in favor of the State of Oregon, Highway Division, Department of Transportation.

Should you have any questions about this matter, we would appreciate your immediate contact since we are trying to meet the deadline which you have established.

Very truly yours,

CLACKAMAS TOWN CENTER ASSOCIATES

William A. Lyle
Project Manager
Development Division

200 Continental Boulevard, El Segundo, California 90245 213/772-4200

cc: E. Krashove
R. Williams

Enclosure

8918

April 27, 1979

Ernest W. Hahn, Inc.
200 Continental Blvd.
El Segundo, California 90245 213-772-4200

Attn: William A. Lyle
Project Manager

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 W. Fifth Avenue, Eugene, Oregon 97401 for providing an acceptable traffic circulation pattern on the Monterey Ave.-Harmony Ave. (Clackamas Town Center) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$699,353.98
Permanent Pavement Striping	5,100.00
Temporary Pavement Striping	400.00
Signal Controller Testing	11,620.00
Furnish Mail Box Posts 7 x 25	175.00
Adjust Existing Signals	10,000.00
4½% Contingencies	32,699.20
Construction Engineering	65,398.40
Preliminary Engineering	41,122.00
Preliminary Engineering Paid by Company 5-2-77	-20,000.00
ESTIMATED TOTAL COST	$946,868.57
Company's Advance Deposit: say	$946,800.00

Following the opening of bids and prior to award of a contract, Corporation shall deposit with a local bank, in the name of State, an irrevocable Letter of Credit in an amount to 100 percent of the estimated total cost for construction of the project.

This project will be awarded upon receipt of your Letter of Credit, which should be in this office no later than May 10, 1979.

Please send the Letter of Credit to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Miner
Local Government Engineer

FFH:pf

bcc w/AD # 625: Jon Rose, Region H Federal Aid Specialist
Vern Skoog - Please return completed AD # 625 when check is received.
H. D. Payne, District Engineer

5-3-79

→ Jim Kenis & I told Mr Bill Lyle & Roger Williams
1) Department of Transportation acting by and through its Department of Transportation, Highway Division.
2) Vern Skoog, H. L. Coulter or E. L Hunter
3) Chase Manhattan — Letter of Credit $100,000 on deposit w/ local bank
4) Cannot secure this way "letter of credit" from local bank but could w/ Portland which he prefers not to do

Jim Kenis contacted John Branch First Nat'l Bank
1) Wants local "Letter of Credit" or
2) $100,000 with Highway & Chase Letter of Credit $ Branch questions, continuing their firm on 100,000 Means $100,000 deposited to our name or direct w/us

5-4-79

Sollis adamant. To late to modify agreement.
Says to live w/it.

→ Bill Lyle - Very disappointed. Will discuss with Roger Williams and may want to call Sollis. Will let me know.

→ Later Lyle & Williams says Sollis agrees:
1) They redraft supplement
2) Letter Credit - Chas Manhattan
3) $100,000+ in First Natl Bank
(Later changed to OSHD Advance Deposit)

Sollis Agreed
El Hanlt says $100,000 fine subject to adjustments defined at pre-const.
Wants reminded of need for schedule of estimates expected to exceed $100,000.

→ Bill Lyle Explained to him

FRED MEYER @ CLACKAMAS HWY	CONT NO		# FA PROJ NOS						00	STATE
	003	8202	199	00					2,003.70	
	003	8202	594	00					2,003.70CR	
			** JOB TOTALS **			**		**		**
4-25-79										
ERNEST W HAHN INC PE WORK	CONT NO		FA PROJ NOS						00	STATE
	003	8204	412	00		50.00		50.00		
	003	8204	594	00			11,705.81CR		20,000.00CR	
	003	8204	900	00			520.71		582.74	
	003	8204	901	00		196.18	1,160.30		11,307.54	

TOTAL TO DATE JOB COST SUMMARY						MARCH 1979	PAGE 1813	
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
							5.00	
	003	8204	901	00	1,494.44	6,628.92	6,628.92	
	003	8204	905	00	1.50	484.74	484.74	
	003	8204	906	00		183.04	224.20	
	003	8204	909	00		102.72	102.72	
	003	8204	910	00		15,647.86	15,697.82	
	003	8204	911	00	351.71	571.87	1,096.55	
	003	8204	914	00	146.30	709.71	986.56	
	003	8204	918	00		2,650.68	2,650.68	
	003	8204	921	00	1,168.74	62.24	62.24	24.
	003	8204	922	00	18.92	230.64	230.64	
	003	8204	923	00		11.74	11.74	
20,000	003	8204	930	00	3.74			
			** JOB TOTALS **		3,431.53 **	17,309.96 **	21,122.09 **	
							41,122.09 Total Cost.	
OREGON CITY SIGNAL REPAIR	CONT NO		# FA PROJ NOS				00	STATE
	003	8205	180	00		23.00	23.00	
	003	8205	190	00		468.57	468.57	
	003	8205	568	00		118.81	118.81	
	003	8205	594	00		610.38CR	610.38CR	
			** JOB TOTALS **		**	**	**	
A & B AVE @ STATE ST LK OSWGO	CONT NO		# FA PROJ NOS				00	STATE
	003	8206	199	00			127.01	
	003	8206	594	00			127.01CR	
			** JOB TOTALS **		**	**	**	
OLCC GRADE & PAVE	CONT NO		# FA PROJ NOS				00	STATE
	003	8208	199	00			5,606.07	
	003	8208	594	00			5,606.07CR	
			** JOB TOTALS **		**	**	**	
							00	STATE

ERNEST W HAHN INC PE WORK	CONT NO		FA PROJ NOS				00	STATE
	003	8204	412	00	50.00	50.00	50.00	
	003	8204	594	00		11,705.81CR	20,000.00CR	
	003	8204	900	00		520.71	582.74	
	003	8204	901	00	196.18	1,160.90	11,807.54	

TOTAL TO DATE JOB COST SUMMARY — MARCH 1979 — PAGE 1813

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
										5.00	
	003	8204	901	00	&						
	003	8204	905	00		1,494.44		6,628.92		6,628.92	
	003	8204	906	00		1.50		484.74		484.74	
	003	8204	909	00				183.04		724.20	
	003	8204	910	00				102.72		102.72	
	003	8204	911	00		351.71		15,647.86		15,697.82	
	003	8204	914	00		146.30		571.87		1,096.55	
	003	8204	918	00				709.71		986.56	
	003	8204	921	00		1,168.74		2,650.68		2,650.68	
	003	8204	922	00		18.92		62.24		62.24	24,
	003	8204	923	00				230.64		230.64	
	003	8204	930	00		3.74		11.74		11.74	
20,000			** JOB TOTALS **			3,431.53	**	17,309.96	**	28,122.09	**
										41,122.09 Total Cost.	

OREGON CITY SIGNAL REPAIR	CONT NO		% FA PROJ NOS				00	STATE
	003	8205	180	00		23.00	23.00	
	003	8205	190	00		468.57	468.57	
	003	8205	568	00		118.81	118.81	
	003	8205	594	00		610.38CR	610.38CR	
			** JOB TOTALS **		**	**	**	

A & B AVE @ STATE ST LK OSWGO	CONT NO		% FA PROJ NOS				00	STATE
	003	8206	199	00			127.01	
	003	8206	594	00			127.01CR	
			** JOB TOTALS **		**	**	**	

OLCC GRADE & PAVE	CONT NO		% FA PROJ NOS				00	STATE
	003	8208	199	00			5,506.07	
	003	8208	594	00			5,506.07CR	
			** JOB TOTALS **		**	**	**	

CLIFF'S PAVING CO RENTAL	CONT NO		% FA PROJ NOS				00	STATE
	003	8209	199	00			350.00	

8918

April 4, 1979

Ernest W. Hahn, Inc.
200 Continental Blvd.
El Segundo, California 90245

Attn: Mr. William A. Lyle

RE: S.E. Monterey-S.E. Harmony Rd. Section
(Clackamas Town Center)

Dear Mr. Lyle:

Regarding your telephone conversation with Fred Hildebrandt on March 30, 1979. Attached hereto is the Estimate Comparison which you requested.

You will note that there had been included an estimated amount of signing in the estimate given to you by Maury Payne. The current estimate, therefore, is up by $36,000 rather than the $110,000 discussed.

We are proceeding toward bid, based on your telephone approval of March 30, 1979.

Very truly yours,

Gerald Miner
Local Government Manager

FHH:pf
Attachment

bcc: M. D. Payne
Jon Rose

ESTIMATE COMPARISON

Item	M. Payne Estimate 3-5-79	F. Hildebrandt Estimate 3-30-79
Mobilization	$ 51,000.00	$ 58,000.00
Temporary Protection Work	14,050.00	14,053.00
Roadwork	173,755.00	173,755.00
Traffic Signal Work	450,300.00	450,300.00
Signing Work	- - -	92,387.00
Control Testing, Striping & Etc.	27,295.00	27,295.00
Contingencies	32,238.16	36,710.57*
Engineering	64,476.32	73,421.15*
Subtotal	$813,117.98	$925,922.22
Signing (Estimated)	77,000.00	
ESTIMATED COST	$890,117.98	$925,922.22

* Based on a percentage of the Estimated Construction Costs.

8918

4-2.79

| | | |

891.8

Date 4-2-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Clackamas Town Center File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Dave Wilhite Phone

Reason for contact and general discussion: Told Dave of changing estimate problem:

	Spec Est	Fred added	Total	Approved
3-5-79	813,119	75,000	888,119	890,000 (written)
3-30-79	925,922	75,000	1,000,922	1,000,000 (verbal)
Rev 4-2-79	"	Zero	925,922	

Fred & Dave K recommend letter notify and saying will proceeding on verbal word unless he lets us know otherwise

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 3-30-79

Subject S.E. Monterey Ave - S.E. Harmony Rd File No. _____

Received (call) ~~(visit)~~ from Ernest W Hahn

Address El Segundo, Ca.

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion: Raise in Estimate of $100,000. Stated He was giving Verbal OK on My Word. That Sign Bridge had been Omitted. Said he wanted a Complete explanation as to why it had been Omitted and a breakdown of the Estimate. Also upon opening of Bids He wanted a breakdown of Bidders and time to review before he Submitted his advance deposit. Will Confirm the Estimate Monday. Proceed to bid.

Signature Fred Huldebrand

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Section S.E. Monterey Ave. - S.E. Harmony Rd. Sec. Programming Estimate $ ~~926,000~~

Highway Cascade Project Length .43 miles
Excluding Signals - 120 Cal. Day

County Clackamas Completion Time 240 Cal. Day
Complete Project

Kind of Work Grading, Paving & Signals

Prefix 3-8204-921 FA Project No. State (OTHERS)

ESTIMATED CONSTRUCTION AUTHORIZATION

788,495[1]

Estimated Contract Amount $ ~~689,108~~[5]

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	X	5100.00
Temporary Pavement Striping		400.00
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		11,620.00
Bikeway Signs		
Furnish Mail Box Posts	7 X 25	175.00
Adjust Utilities		
Adjusting existing Signals		10,000.00
Misc. Permit Fees		

$ 27,295.00

$ ~~815,790.50~~ ~~716,403.00~~

Contingencies (4-1/2%) . . . . . 36,710.57 ~~32,230.50~~

Engineering (9 %) . . . . . 73,421.15 ~~64,476.22~~

SUBTOTAL $

Credit for . . . . . $

Estimated Net Authorization, Construction . . . . . $ ~~813,796~~

$ 925,922.22

APPROVED

J. H. Swanberg
Road Design Engineer

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 1/23/79

Section S.E. Monterey - S.E. Harmony Rd. County Clackamas

Kind Of Work Grading, Paving and Signals Length .43 mi. Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%		All	All	—	~~56,000~~ ~~51,000~~
	Temporary Protection and Direction of Traffic		All	All	—	~~4,000~~ ~~2,710~~
	Temporary Signs		Sq. Ft.	~~320~~ 463	6.00	~~1920~~ 2,778
	Temporary Barricades		Each	23	125.00	2,875.00
	Flagmen		Hour	200	22.00	4,400.00
	Roadwork					
	Clearing and Grubbing		All	All	—	5,000.00
	Removal of Structures and Obstructions		All	All	—	15,000.00
	General Excavation		Cu. Yd.	1,150	7.50	8,625.00
	Trench Excavation		Cu. Yd.	570	10.00	5,700.00
	Aggregate Base		Ton	1,800	8.00	14,400.00
	Class "B or C" Asphalt Concrete		Ton	1,800	22.00	39,600.00
	12 inch Sewer Pipe		Lin. Ft.	330	12.00	3,960.00
	15 inch Sewer Pipe		Lin. Ft.	6	20.00	120.00
	18 inch Sewer Pipe		Lin. Ft.	2	30.00	60.00
	36 inch Sewer Pipe		Lin. Ft.	906	38.00	34,428.00
	Concrete Manholes		Each	6	1200.00	7,200.00
	Concrete Inlets, Type CG-1		Each	7	550.00	3,850.00
	Concrete Inlets, Type ME		Each	1	750.00	750.00
	Concrete Walks		Sq. Yd.	1,400	13.50	18,900.00
	Concrete Driveways		Sq. Yd.	340	20.00	6,800.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date 1/23/79

Section S. E. Monterey - S.E. Harmony Rd. County Clackamas

Kind Of Work Grading, Paving and Signals Length .43 mi. Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Sidewalk Ramps		Each	2	400.00	800.00
	Concrete Curbs		Lin. Ft.	1,550	3.75	5812.50
	Extra for Asphalt Approaches		Each	3	200.00	600.00
	Adjusting Manholes		Each	2	250.00	500.00
	Reconstructing Concrete Manholes		Each	2	550.00	1100.00
	Capping Inlets		Each	1	200.00	200.00
	Setting Mail Box Posts		Each	7	50.00	350.00
						25,880.50
	Traffic Signals					
	Traffic Signal Installation Complete		All	All		450,300
	Refer to Page 3					
	~~$185,660.50 without Traffic Signals~~					
	Road work plus Signals					
	~~$185,660.50~~ + $450,300.00 = $635,960.50					
	~~635,960.50~~ x 8% = 50,876.84					
	Profit $1,000.00					
	Total					~~$686,960.50~~ 686,108.50

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 3/27-79

Section S.E. Monterey Ave - S.E. Harmony Rd. Sec. County Clackamas

Kind Of Work Grading, Paving, Signing and Signals Length .43 Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Signing					
	Removal of Existing Sign Installations		All	All	—	1000 00
	Wood Sign Posts		All	All		1,560 00
	Sign Support Footings		All	All	—	13,410 00
	Breakaway Sign Posts		All	All	—	2,904 00
	Offset Single Sign Supports		All	All	—	784 00
	Back to Back Sign Supports		All	All	—	658 00
	Sign Bridge Structure		All	All	—	57,750 00
	Type "AA" Signs in Place		Sq. Ft.	504		9,072 00
	Type "C" Signs in Place		Sq. Ft.	57		513 00
	Type "U" Signs in Place		Sq. Ft.	124		1,736 00
	Move, Modify and Reinstall Existing Signs		All	All	—	3,000 00
	Traffic Signals					
	Traffic Signal Installation Complete		All	All	—	450,300 00
						5
						$ 180,495

8918 ○ ○ ~~Clackamas~~ 171 N

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christensen ATTN: Lyle Watson
Final Design Engineer

DATE: March 12, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Monterey Avenue-Harmony Road S.E.
(Clackamas Town Center)
E. Portland Freeway & Clackamas Highway
Clackamas County

Attached are two prints of the approved sign study plans for the above named project.

L. E. George
Traffic Engineer

ELS:cs
Attachments

cc: R. N. Bothamn
E. L. Hardt
F. T. Lacey
Bernard Straight
Maury Payne

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lee
Return Do File Copy Due
BY FINAL DESIGN ENGINEER
I set up by Beard

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
MAR 13 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

14'-6"
Sunnyside Rd.
⇦ To 82nd Ave.
Boring 11 ⇨
6'-0"
Existing Sign
H

14'-6"
⇦ Town Center
To 82nd Ave
Boring 11 ⇨
6'-0"
SUNNYSIDE RD. 6"
Revised Sign
Type "J" 5'-0"
14
H

14

20

Remove Existing "STOP" Signs

8'-0"
HOSPITAL
NEXT RIGHT
10"
6"
Existing Sign
Mounted on 1-6x6 Wood Post

8'-0"
205 NORTH
Portland
KEEP LEFT
10"
20"
10½"
8"
Existing Sign

9'-6"
Sunnyside Rd.
RIGHT LANE
8'-6"
6"
Mount on Back of Sign
18
New Sign Required

14'-6"
Sunnyside Rd.
⇦ Boring 11
To 82nd Ave.
H
Existing Sign

18'-0"
Clackamas
Town Center
NEXT RIGHT
13½-10
13½-10
10"
HOSPITAL
Revised Sign

8'-0"
205 NORTH
Portland
LEFT LANES
Revised Sign
17

14'-6"
⇦ Boring 11
Town Center
To 82nd Ave.
H
Revised Sign
20

14'-6"

Sunnyside Rd. 8'-6"
To 82nd Ave. 10½"-8"
Boring 11 ⇨ 10½"-6"
Existing Sign H

14'-6"

Town Center 10½"-8"
To 82nd Ave
Boring 11 ⇨
6"c Revised Sign H
(14)

9'-6"

4'-0" Sunnyside Rd. 8'-6"
WESTBOUND
KEEP LEFT 6" 6"
Existing Sign

9'-6"

5'-0" Town Center 8'-6"
Sunnyside Rd.
WESTBOUND
KEEP LEFT
Revised Sign
(21)

Add 1'-0"x9'-6" Panel with Legend to Top of Sign.

Sunnyside Rd.

Remove Existing "STOP" Signs

(14) (21) (17) (18) (20)

Remove Existing "NO LEFT TURN" Sign

55

705

I-205

8'-0"

8'-0" HOSPITAL 10"
NEXT RIGHT 4"
Type "B"
Existing Sign
Mounted on 1'-6"x6" Wood Post

15'-0"

7'-0" Clackamas 13½"-10
H Town Center 13½"-10
13½" NEXT RIGHT 10"
HOSPITAL 4"
8'-0" Type "B"
Revised Sign

14'-6"

Sunnyside Rd. 8'-6"
⇦ Boring 11 10½"-8"
To 82nd Ave. ⇨ 10½"-8"
H Existing Sign

14'-9"

⇦ Boring 11
Town Center 10½"-8"
To 82nd Ave. ⇨
H Revised Sign (20)
Modified 6"c
1'-8" Type "M"

Sign Nos. Shown Are From As Constructed Sign Plans (Bridge Dwg. No. 21201 & 21202).

Winston W. Kurth
2-21-79
DATE

SIGNING PROJECT
CLACKAMAS TOWN CENTER
EAST PORTLAND FREEWAY HIGHWAY

Action	Date
Designed	2-1-79
Approved	2-8-79
Approved	

9'-6"

4'-0" | Sunnyside Rd. | 8"-6"
WESTBOUND | 6"
KEEP LEFT | 6"

Existing Sign

9'-6"

5'-0" | Town Center | 8"-6"
Sunnyside Rd.
WESTBOUND
KEEP LEFT

Revised Sign

(21)

Add 1'-0" x 9'-6" Panel with Legend to Top of Sign.

Sunnyside Rd.

Remove Existing "STOP" Signs

(21)

(17)

(16)

Remove Existing "NO LEFT TURN" Sign.

6'-0"

3'-0" | HOSPITAL | 10"
NEXT RIGHT | 6"

Type "BB"

Existing Sign
Mounted on 1-6x6 Wood Post

15'-0"

7'-0" | Clackamas | 13⅛-10
135" | Town Center | 13⅛-10
NEXT RIGHT | 10"

HOSPITAL

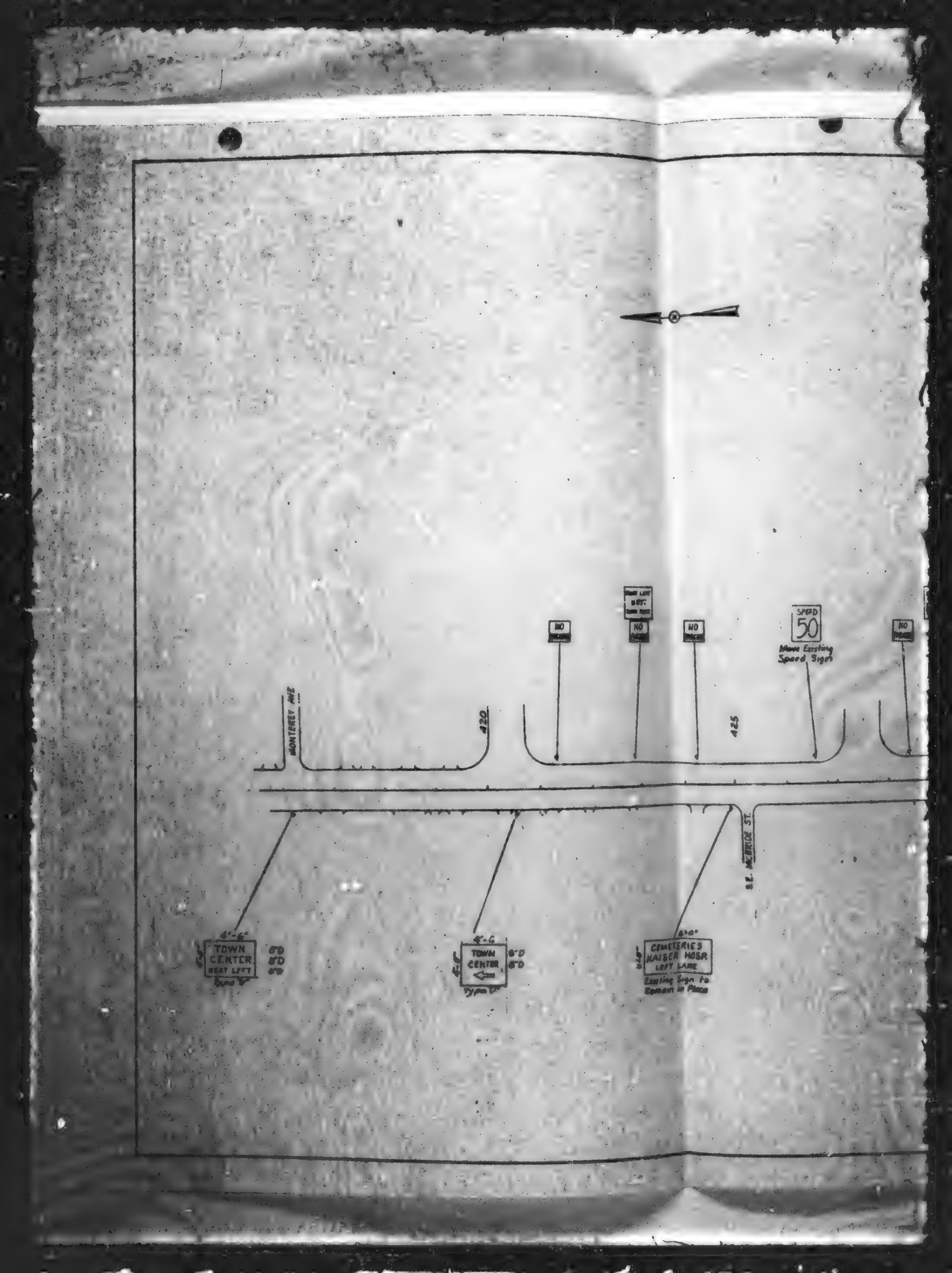
Revised Sign

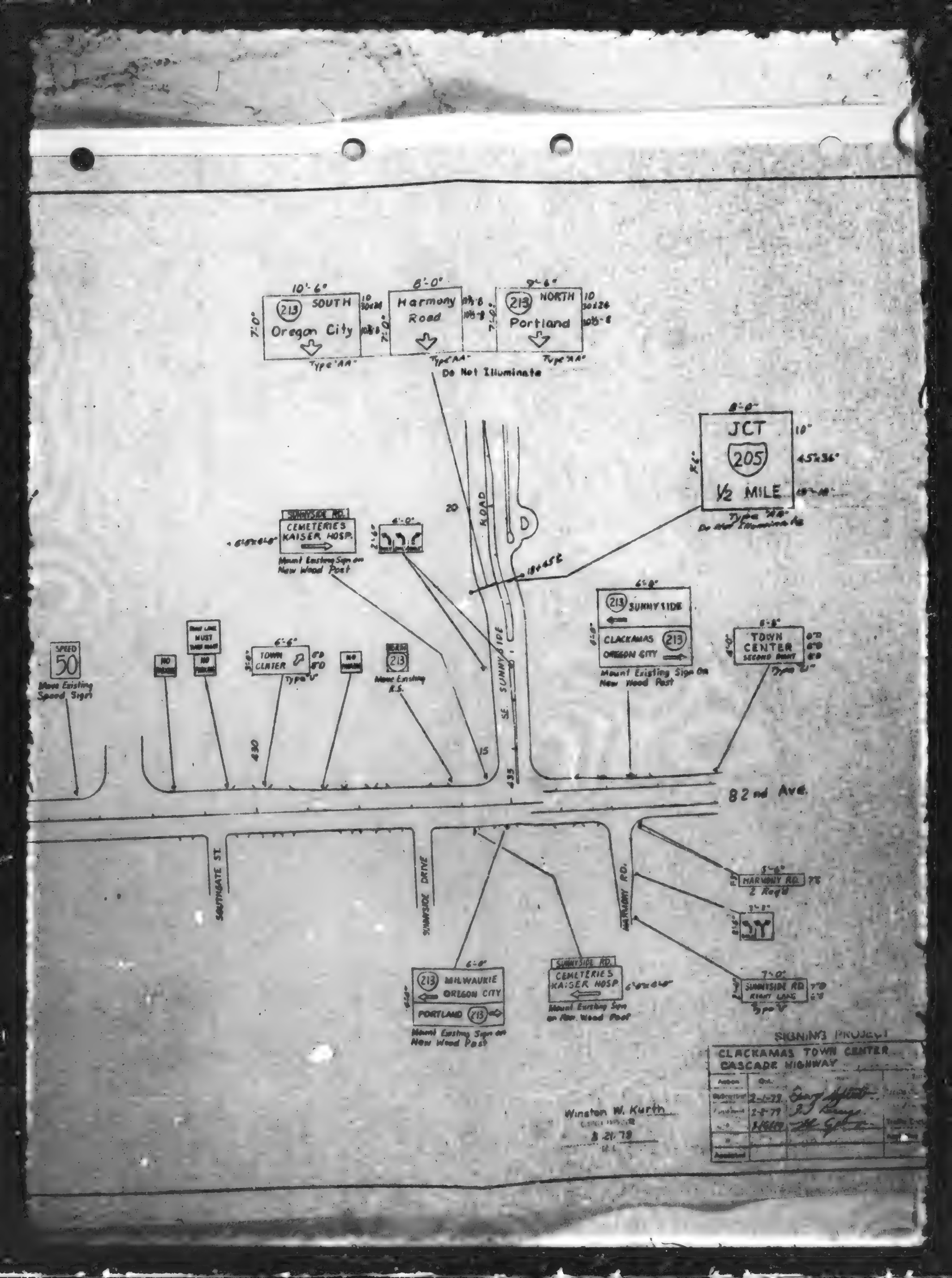
Sign Nos. Shown Are From As Constructed Sign Plans (Bridge Dwg. No. 8720A & 8720E).

Winston W. Kurth
2-21-79

SIGNING PROJECT
CLACKAMAS TOWN CENTER
EAST PORTLAND FREEWAY HIGHWAY

Action	Date	Signature	Title
Submitted	2-1-79		
Approved	2-6-79		
	2/21/79		
Recommended			


NO
NO
NO
SPEED
50
Move Existing
Speed Sign
NO
MONTEREY AVE
420
425
S.E. McLOUD ST.
TOWN
CENTER
TOWN
CENTER
CEMETERIES
KAISER HOSP
LEFT LANE
Existing Sign To
Remain in Place


10'-6"
213 SOUTH
Oregon City
Type "AA"
8'-0"
Harmony Road
Type "AA"
9'-6"
213 NORTH
Portland
Type "AA"
Do Not Illuminate
JCT
205
1/2 MILE
CEMETERIES
KAISER HOSP.
Mount Existing Sign on New Wood Post
SPEED 50
Move Existing Speed Sign
NO PARKING
TOWN CENTER
Type "D"
213 SUNNYSIDE
CLACKAMAS 213 OREGON CITY
Mount Existing Sign On New Wood Post
TOWN CENTER SECOND RIGHT
Type "D"
Move Existing R.S.
SE. SUNNYSIDE
82nd Ave.
SOUTHGATE ST.
SUNNYSIDE DRIVE
HARMONY RD.
HARMONY RD.
2 Reqd
213 MILWAUKIE
OREGON CITY
PORTLAND 213
Mount Existing Sign on New Wood Post
CEMETERIES
KAISER HOSP.
Mount Existing Sign on New Wood Post
SUNNYSIDE RD
RIGHT LANE
Type "D"
SIGNING PROJECT
CLACKAMAS TOWN CENTER
CASCADE HIGHWAY
Winston W. Kurth
8-21-79

10'-6"
213 SOUTH
Oregon City
Type "AA"

8'-0"
Harmony Road
Type "AA"

9'-6"
213 NORTH
Portland
Type "AA"

Do Not Illuminate

8'-0"
JCT
205
½ MILE
Type "AA"
Do Not Illuminate

CEMETERIES
KAISER HOSP
Mount Existing Sign on New Wood Post

20 ROAD

213 SUNNYSIDE
CLACKAMAS
OREGON CITY 213
Mount Existing Sign On New Wood Post

TOWN CENTER
SECOND RIGHT

TOWN CENTER

Mount Existing R.S.

SE. SUNNYSIDE

82nd Ave.

SOUTHGATE ST.

SUNNYSIDE DRIVE

HARMONY RD.

HARMONY RD.
2 Req'd

213 MILWAUKIE
OREGON CITY
PORTLAND 213
Mount Existing Sign on New Wood Post

CEMETERIES
KAISER HOSP
Mount Existing Sign on New Wood Post

SUNNYSIDE RD.
EIGHT LANE

SIGNING PROJECT
CLACKAMAS TOWN CENTER
CASCADE HIGHWAY

Author	Date		Traffic Engineer
Submitted	2-1-79	Gary Hellmer	
Approved	2-2-79	L J Kruger	
	2/16/79	W. Gehrke	Asst. Hwy. Engr.
Approved			

Winston W. Kurth
2-21-79

99 | 18 MAILGRAM SERVICE CENTER
MIDDLETOWN, VA. 22645

western union Mailgram

4-037358E064003 03/05/79 ICS IPMRNCZ CSP PTLB
2 2137724200 MGM TDRN EL SEGUNDO CA 03-05 0116P EST

M D PAYNE CARE STATE OF OREGON HIGHWAY DIVISION
POBOX 02157
PORTLAND OR 97202

THIS IS A CONFIRMATION COPY OF A PREVIOUSLY PHONE-DELIVERED TELEGRAM

SUBJECT RE: CLACKAMAS OFF SITE IMPROVEMENT PLAN

GRADING, PAVING, SIGNALS AND SIGNING REVIEWED. FOUND ACCEPTABLE.
ALSO AWARE OF CURRENT ESTIMATED COST OF $890,000

WILLIAM A LYLE, PROJECT MANAGER
DEVELOPMENT DIVISION
ERNEST W HAHN INC

1318 EST

MGMCOMP MGM

DISTRICT 2B
RECEIVED
MAR - 7 1979

NOTED ☐ DE ☐ ADE ☐ DOM

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

8-11-8

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MILWAUKIE

March 3, 1979

FILE: MAI 12

FROM: M. D. PAYNE
District Engineer

SUBJECT: Clackamas Town Center

TO: L. E. GEORGE
Traffic Engineer
Salem

I contacted Mr. William Lyle, Development Manager for the subject. He advises that they wish to proceed with the Highway Division contract letting as soon as possible.

He has reviewed the Preliminary Grading & Paving; Signal and Signing Plans. Initially they were questioning the signal span wire mounts instead of the mast arms. I advised him that it might be possible to redesign the Sunnyside Road signals but not the 82nd Avenue signals. The redesign would lead to considerable delay for the contract and withdraws his objection.

I advised him that the present contract estimate is $890,000.

MDP:in

cc: E. L. Hardt
F. Hildebrant (Project Development)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 6 1979
TAA Hildebrant File: PM FA OP #

PMS run shows 1,140,000.
Has Payne correctly informed Lyle ?

8918

EXHIBIT A
MINUTES OF 2-8-79

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
41280	Merila, Dagmar Rose	$ 4,000.00
44034	Willener, Henry C.	655.00
46946	Parkrose Water District	202,500.00
49492	Dooley, John C. & Vera L.	950.00
49861	Commonwealth Properties Inc.	-0-
49943	McMillan Shingle Inc.	575.00
49966	Holloway, Edward & Doris Ilene	500.00
50022	Krebs, Marion G. et al	9,865.00
50075	Bartolat, Albert F. & Helen C. et al	11,250.00
50266	Friesen, Helen E.	-0-
52-44.95	National Advertising Company	855.00
52-44.97	National Advertising Company	155.00
54-3.53	National Advertising Company	1,450.00
161-12.08	National Advertising Company	430.00
161-13.78	National Advertising Company	440.00
226-16.12	National Advertising Company	940.00
237-0.49E	Moore, Evangeline T.	270.00
	17 Transactions	$ 234,835.00

(2) Supplemental agreement with Ernest W. Hahn, Inc., which modifies the method of payment for a developer-financed project for highway improvements on 82nd Avenue to accommodate the Clackamas Town Center on the Cascade Highway North No. 68. In lieu of the normal cash advance deposit for 100 percent of the estimated cost ($1 million range), the State has agreed to accept a letter of credit which can be drawn upon to pay contractor estimates each month. The developer estimates that this method will save him about $90,000 in interest.

(3) Agreement with City of Oregon City and Peter B. Bedford Marc Paul, Inc., dba Oregon City Properties, for installation of traffic signals on the Cascade Highway South (Molalla Avenue) at Clairmont Street. The State will design, install and maintain the signals, the City has agreed to pay all costs of electrical energy and the Company will pay all costs of the installation.

By your duly adopted delegation order, you authorized me in myr official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 15 day of Jan, 1979

APPROVED

STATE HIGHWAY ENGINEER

Chairman, Oregon Transportation Commission

8918 68

HIGHWAY DIVISION 378-4558

J. B. Boyd
Right of Way Manager, BUILDING

February 1, 1979

J. H. Verstegg
Road Design Engineer

File 30365
S.R. Monterey Avenue-S.R. Harmony Road
Cypress North Highway
Clackamas County

Attached is a description, an authorization, prints and correspondence covering subject project, which is scheduled for March 29, 1979.

Verstegg	RECEIVED	Trout	
Christenson			
George			
Olsen	FEB - 1 1979	Do Not File	☐
Terpin		Return To	
Sullivan		Bring Up ___/___/___	
Scott	ENGINEERING SECTION	Action	
Arneson			

By: R

Robert R. Rounds
R/W Road. Supervisor

RRR:cj
Attachments

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Monterey Ave - Harmony Rd. Cascade North Hwy.

Region 1 Milwaukie

January 25, 1979

FROM: EDWARD L. HARDT
Region Engineer

TO: J. H. VERSTEEG
Head of Engineering

SUBJECT: CLACKAMAS TOWN CENTER
PERMANENT EASEMENTS
3-8204
Clackamas Co.
7B-29-20

The Highway Division is presently working up a contract for traffic signals and road improvements for the Clackamas Town Center near 82nd Avenue and Sunnyside Road in Clackamas County. All of the work to be contracted will be paid for by developer Ernest W. Hahn. As part of this work it is necessary that the State obtain easements from the developer for the installation and maintenance of traffic signal detectors which will be located in the access approaches to 82nd Avenue. Attached you will find one print each of traffic signal drawings 4474 and 4476 on which Resident Engineer Jim McNamee has indicated the extent of the easements necessary. I would appraciate it if you would have easement descriptions prepared and forwarded to the Right of Way Section so that they can start the acquisition process. The present owner of the property is Ernest W. Hahn, Inc., 200 Continental Blvd., El Segundo, California 90245.

1 Versteeg ✓
3 Christensen
George
Olsen
Terpin
Sullivan
Scott
Andersen

RECEIVED
JAN 26 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

ELH/gw
Attachment
cc: L. E. George
Ken Rolfe
Jim McNamee

Ordered vesting deed and assessors map from Ken Rolfe
R.R.
1-29-79

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE January 23, 1979

TO Mr. Ken Rolfe
Region 1 R/W Supervisor

FROM J.W. McNamee 238-8307
Resident Engineer

SUBJECT S.E. Monterey Ave. - S.E. Harmony Rd. Sec.
Cascade Highway
Clackamas County

Enclosed are two prints showing the proposed access points into the Clackamas Town Center. The areas shown in red are easement requirements.

We have shown the location of section corner, bearing and distances on the prints so that easements for the installation, operation and maintenance of the traffic signal loop detectors and their respective feeder cables can be written in favor of the State.

The present owner of the property is Ernest W. Hahn, Inc. 200 Continental Blvd. El Segundo, California 90245.

When the easements have been obtained will you please notify L. E. George, Traffic Engineer.

xc: Ed Hardt
Mory Payne

RECEIVED
JAN 24 1979
DIST. 1 - RIGHT OF WAY

8918

STATE OF OREGON

INTEROFFICE MEMO

Highway Division
DEPT.

TELEPHONE

TO: MEMO TO FILES

DATE: January 25, 1979

FROM: Don N. Stoudenmeyer
Final Design Supervisor

SUBJECT: S.E. Monterey Ave.-S.E. Harmony Road Sec.
Cascade Highway
Clackamas County

A plans-in-hand review was held on the subject project in the Region I office on January 24, 1979. The following were in attendance:

D. N. Stoudenmeyer	Final Design
Don Haynes	Final Design
Bill Bergstedt	Specs
K. D. Limbocker	Metro
W. E. Hoffman	Resident Engineer
Wayne Schulte	Asst. Res. Engineer
Jim McNamee	Resident Engineer
Maury Payne	District Engineer
Ted Inloes	Region Utility Engr.
John I. Irwin	Traffic
Ron Failmezger	Region I Traffic
Marion Craft	Region I Construction Engr.

Sheet 2

The first change suggested was to label the sidewalk as a bikeway also. This would tie into the bikeway proposed on Sunnyside Road.

The trench excavation detail should be labeled as six feet wide rather than one foot outside the pipe.

The asphaltic concrete other than the one inch overlay should be "B" or "C".

Add some A.C. for leveling.

Show the abrupt edge detail on the sheet.

All these revisions will be shown on the plans.

Sheet 2A

The "Men Working" signs were questioned as being permanent. The signs are not permanent, so no change will be made.

Sheet 2B

The Resident Engineer questioned the use of Class 2 pipe. Due to frequent breakage, he requested the use of Class 3 as a minimum. Class 3 will be called for on the plans.

D.N. Stoudenmeyer
Memo to the Files, Jan. 25, 79

Re: Monterey Ave-Harmony
Plans-in-Hand Review

Sheet 3

Region Traffic Engineer requested the painted islands be removed and the cross-walks adjusted so that one sidewalk ramp can be omitted. This will be done.

Sheet 4

The Resident Engineer requested the 36-inch sewer be adjusted to miss an existing sanitary sewer. Data on the sanitary sewer was obtained and the plans will be revised.

Sheet 5

The Region Utility Engineer requested the "Reconstruct Manhole" should be (By Others).
The Traffic man wanted the painted islands omitted.
These changes will be made.

Sheet 6

An existing inlet at Sunnyside Road should be removed and two manhole adjustments should be (By Others). Both revisions will be made.

Permanent signing was discussed and it was decided it should be a part of this contract. The Traffic Unit will design this and it will be added to the project. This will probably mean a delay of one or two months on the letting date.

DNS:cj

cc: All participants.

8918

January 19, 1979

Clackamas Town Center Associates
200 Continental Blvd.
El Segundo, CA 90245

MISC. CONTRACTS and AGREEMENTS No. 6059

Attention: Willian A. Lyle
Project Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement between Ernest W. Hahn, Inc., and the Highway Division which modifies the method of payment for a developer-financed project for highway improvements on 82nd Avenue to accommodate the Clackamas Town Center on the Cascade Highway North No. 68.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cda
Attachment

bc Gerald Wimer (Agreement attached)

8918

Clackamas Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 Milwaukie

January 11, 1979

FROM: Ronald W. Failmezger
Region Traffic Engineer

SUBJECT: Clackamas Town Center
Special Signing Needs
Sunnyside Road @ 82nd Ave.

TO: L.E. George
Traffic Engineer

It has been found that special signing needs at the subject intersection have been overlooked during the preliminary survey and design. Through Jim McNamee's office, Resident Engineer, there was an overhead sign bridge shown on the east leg of Sunnyside Road approach to 82nd Avenue to direct traffic to the proper lane at the traffic signal. There are three lanes in the approach; one is a right turn lane. The other two are left turn lanes. The traffic wishing to travel west on Harmony Road must be in the center lane to make the maneuver to proceed onto Harmony Road. It is felt necessary that a sign bridge showing messages over the lanes is necessary to properly distribute and direct traffic.

There was also shown advance lane use signing for the northbound on ramp to I-205. The signal design calls for two lanes turning left. One of these lanes is a through lane before reaching this ramp.

I am attaching a copy of the previous preliminary signal plans that showed this signing for addition to the signal plans.

In reviewing the signal plans, I did not see any other signing on the project such as signal head signs that might be appropriate. Some minor changes in directional signing within the I-205 interchange may also be in order. These also should be reviewed for inclusion in the contract.

RWF/cf
cc: Duane Christensen
Maury Payne
Ed Hardt

REFERRED TO
Board Stoudenmayer
Cole Sample
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Vorstegg
Christensen
George
Olsen
Turpin
Sullivan
Scott
Andersen

RECEIVED
JAN 19 1979
ENGINEERING SECTION

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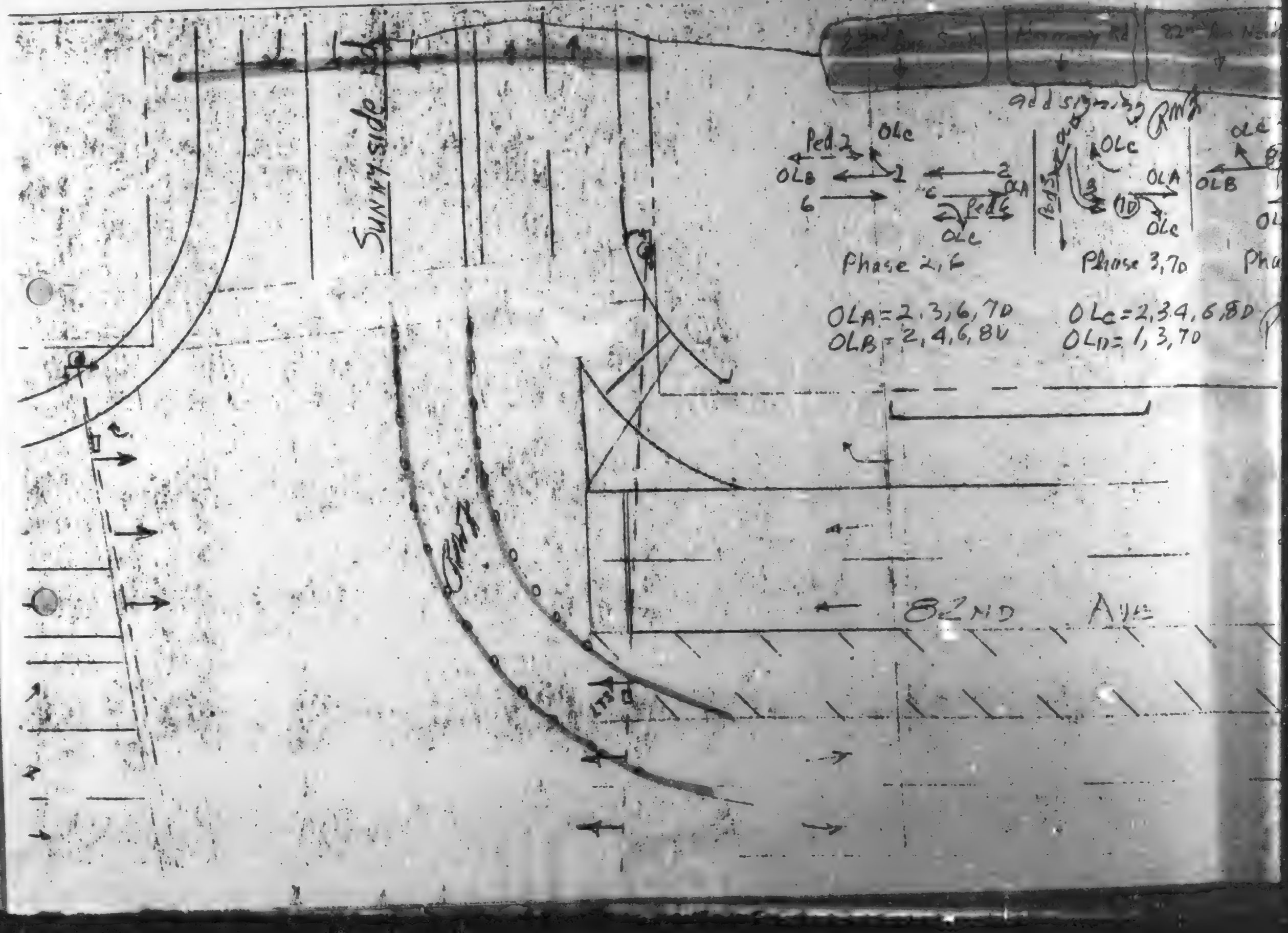
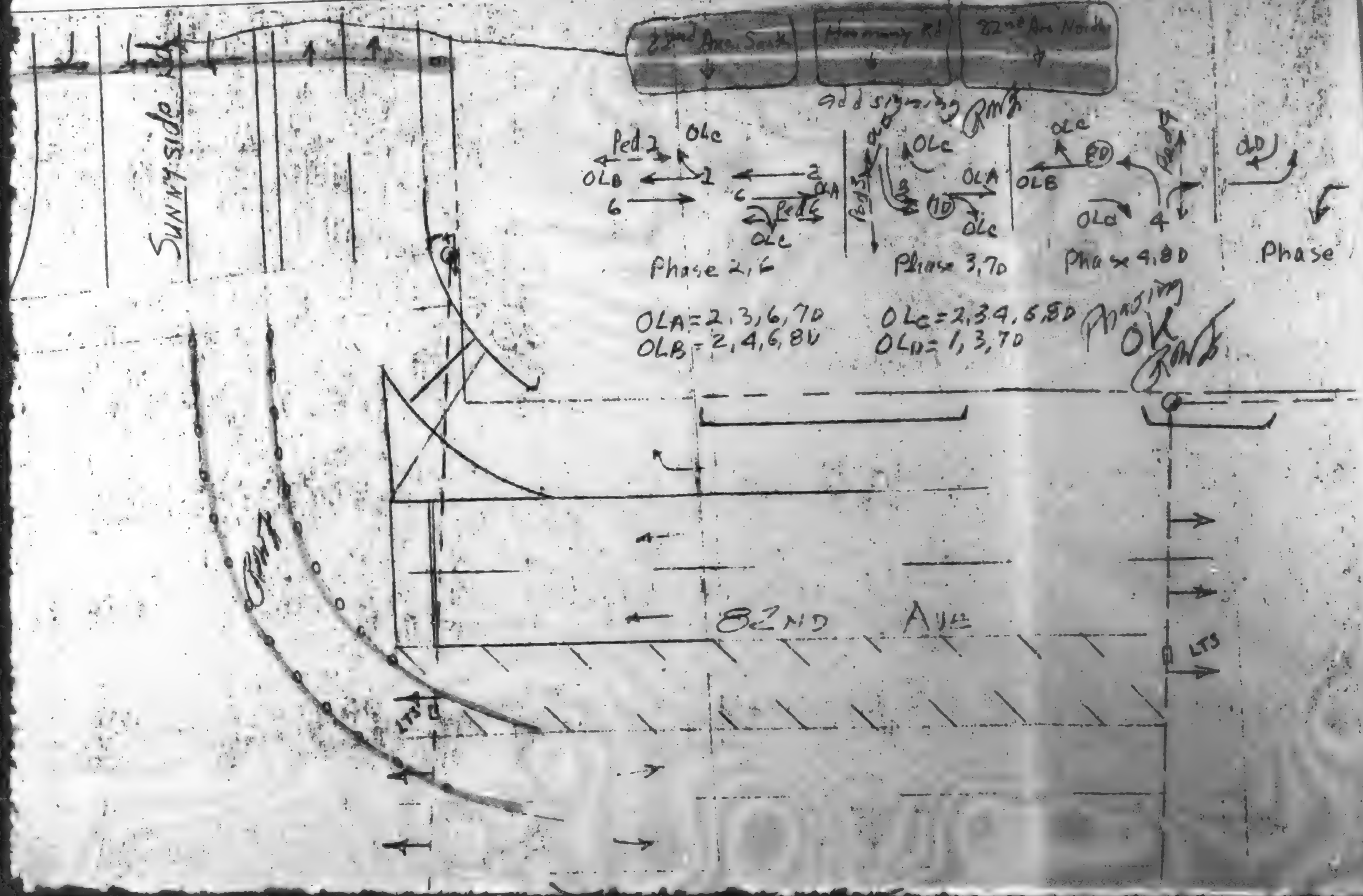

Sunnyside
Ped 2
OLc
OLB
6
2
OLA
Ped 6
OLc
Phase 2, 6
OLA = 2, 3, 6, 7D
OLB = 2, 4, 6, 8D
Ped 3
OLc
OLA
OLB
10
OLc
Phase 3, 7D
OLc = 2, 3, 4, 6, 8D
OLD = 1, 3, 7D
8 2ND AVE


Sunny side
Ped 2
OLc
OLB
1
2
6
OLA
Ped 4
OLc
Phase 2, 6
OLA=2, 3, 6, 7D
OLB=2, 4, 6, 8D
Add signal head
OLc
Ped 3
3
OLA
1D
OLc
Phase 3, 7D
OLc=2, 3, 4, 6, 8D
OLD=1, 3, 7D
OLc
ED
OLB
Ped 4
OLa
4
Phase 4, 8D
OLD
Phase
Maintain OK
82nd Ave
Harmony Rd
22nd Ave. South
82ND AVE
LTS
LTS

INLET

10'

SUNNYSIDE

Sketch Line Ramp for
Sequence of Cu...

SUNNYSIDE

Advance sign at...

INCLT

Curb Line Ramp for
Sodewalk at Corner

INLT

SUNNYSIDE

8918

Clackamas Co.

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1979

Mr. John C. McIntyre, Director
Clackamas County Department of
Environmental Services
902 Abernathy Road
Oregon City, OR 97045

1 Versteeg ✓
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 0 8 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Dear Mr. McIntyre:

In reviewing the Sunnyside Road-Clackamas Town Center realignment plans, we find the following four areas of minor conflict with the proposed signal installations:

Stations 14+50, 24+30 and 34+30. The enclosed sketches show the proposed crosswalks. We recommend that the concrete medians be terminated so as not to encroach on the crosswalk area.

Station 43+60. Due to the heavy volume of right-turning vehicles from the Interstate 205 southbound off-ramp onto Sunnyside Road, the Sunnyside crosswalk is located on the east side of the intersection making the landing and wheelchair ramps in the median area unnecessary. The northwest curb line has also been corrected to show existing conditions.

Sincerely,

L. E. George
Traffic Engineer Supervisor

ORIGINAL SIGNED BY L. E. GEORGE

Received plans & these appear to be appropriate. Both ends of "frontage road" opened to allow traffic to move somewhat better than original proposal. ADL 1/9/79

Enclosures

GPM:cs

bc: J. H. Versteeg w/att
E. L. Hardt "
Jim McNamee "

AREA

CONCRETE MEDIAN

ED AREA

34

E.P.

15'

1.5' R.P., 34+35

WH. CH. RAMP

CONST CONC LANDING / WH. CH RAMPS

4.5' R.P., 34+50.5

URB RETURN

END CURB

ST. PAVE. 75' ft.

S CLVT.

ADJ. MH.

34+85 INTERSECTION POINT

PAVE. 75' ft.

END CURB

(BY OTHERS)

G-2 INLET

NLET (FRONT. RD.)

B RETURN

35

REMOVE P.G.E. NO. 3919 (BY OTHERS)

REMOVE FIRE PLUG (BY OTHERS)

INSTALL 12"x25' CLVT.

INSTALL 12"x22' CLVT.

4.5' R.P., 35+19.5

WH. CH. RAMPS

CONST CONC. LANDING / WHL. CH RAMPS

INSTALL 12"x7' CLVT.

35+37 CONST. G-1 INLET

1.5' R.P., 35+40

35+38

CURB

CLVT.

OTHERS)

24

24+20 - 2
CURB RET

WHEEL CH. RAMP

1.5' R.P., 24+43.5

CONST. CONC. LANDING
WHEEL CH. RAMP

WHL. CH. RAMP

4.5' R.P.
24+50.5

15'

ETURN

END CURB

ADJ. VALVE BOX
E. 75'rt.

24+65 INTERSECTION POINT

INSTALL 12"x 72" CLVT.

RECONSTRUCT MANHOLE

REMOVE CLVT.

25

END CURB

REMOVE INLET

25+08 CONST.
G-1 INLET

INSTALL 12"x 31" CLVT.

ETURN

4.5' R.P.
25+19.5

25+15 CONST.
G-1 INLET

WHL. CH RAMP

2'

15'

CONST. CONC LANDING / WHL CH. RAMPS

INSTALL 12"x 7" CLVT.

25+36.5 CONST. G-1 INLET
1.5' R.P., 25+39.5'

25+38 - 25'
CURB RETU

6' CONST. TYPE C CURB

22'

26'

3'

CONST. 8' CC

C

36'

4'

24'

EL. 167

13+83.5±

NOTE: TRAFFIC SIGNAL RELOCATION BY O.S.H.D.

EXISTING 12" STORM SEWER

EXISTING CURB

REMOVE CURB

Ø SIG. POLE

WHEEL CHAIR RAMP

ADJ. MANHOLE TOP

SIGN

24" SAN. SEW.

40' CURB RAD.
LOCATE IN FIELD

Ø LITE POLE

1.5' R.P.
14+29.5

REMOVE INLET

POLE MOVE POLE (BY OTHERS)

REMOVE CURB

SIGNAL LOOP

SIG POLE

ADJ. MH. TOP

WHEEL CHAIR RAMP

ADJ. MH. TOP

45' CURB RAD.
LOCATE IN FIELD

26'

5'

BEGIN TAPER
14+88.19

38'

8'

CONS

20' RAD. REV. CURVES

12' RAD.

80' LEFT

PLANTED AREA

CONST. CONC. LANDING / WHEEL CH. RAMPS

35' RAD., FIELD LOCATE

2 lane width exists add.

CONST. TYPE C CURB

38'

REMOVE CURB & WALK

EXISTING CURB & 5' WALK

EXISTING CURB

CONST. CONC. LANDING / WH CH. RAMPS

Moved p.c. x imp

P.C.

15'

PLANTED AREA

S 85.86222222°E

27'

25'

44

45

N 87.96833333°E

P.C.

43+74.11 TAN.

EXISTING CURB

EXISTING CURB

8918

Clackamas

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3086

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 27, 1978

Mr. Winston Kurth
County Engineer
Clackamas County
902 Abernathy Rd.
Oregon City, Oregon 97045

Versteeg
Christensen Doc
George
Olson
Terpin
Sullivan Jus
Scot
Peterson

RECEIVED
DEC 28 1978
ENGINEERING SECTION

Trout
Do Not File ☐
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Bring Up / /
Action

SUBJECT: Clackamas Town Center
Sunnyside Rd.
Preliminary Plans

Dear Mr. Kurth:

We have reviewed the subject plans, per your request.

Attached is a suggested addition to the supplemental Standard Specifications, which may help to assure cooperation between your road contractor and the states signal contractor.

I have reviewed your plans with Salem design office to insure that the signals are being designed in keeping with your intersection plans at 82nd Avenue, station 24+85, station 34+85 and I-205 ramps.

The states contract is scheduled for March 29, 1979 letting. In keeping with the developers request, we will call for a April, 1980 completion date.

The specified completion should provide the "cushion" desired by the developer for his Fall, 1980 opening.

Very Truly Yours,

Maury Payne
District Engineer

MDP:cb
cc: E.L. Hardt, H. Versteeg, W. Zirbes, J. McNamee

Form 81-734-8122

SUPPLEMENTAL STANDARD SPECIFICATIONS

#6. Suggested addition:

"Upon written notice from the counties engineer the contractor shall perform such work as required to accomodate the installation of signal poles, underground conduit, control cabinets, and other related appurtenances; in a manner to insure timely completion of the signal work."

8918

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development
Services
Administrator

November 3, 1978

Mainor Holmes
City/County Division
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Enclosed please find print of executed agreement and cost estimate between Clackamas County and Ernest W. Hahn, Inc.

Winston W. Kurth

WINSTON W. KURTH Assistant Director
Environmental Services

/rm

Encl.

Agree 10/12/78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 6 1978

TAA Holmes File: FM FA LG OP

78-1850

OFFSITE IMPROVEMENT AGREEMENT

SUNNYSIDE ROAD AND MONTEREY STREET

This Agreement, made and entered into by and between Clackamas County, a political subdivision of the State of Oregon, hereinafter referred to as "County", and Ernest W. Hahn, Inc., a California Corporation, authorized to do business in the State of Oregon, acting by and through its corporate officers, hereinafter referred to as "Corporation".

WITNESSETH:

RECITAL

For purpose of providing acceptable traffic circulation on public roads in the vicinity of a proposed development known as Clackamas Town Center on property owned and controlled by Corporation, County plans to call for bids on improvements to Sunnyside Road consisting of grading, storm drainage, base, curbing, sidewalks, landscaping and asphaltic surfacing, also improvement of Monterey Street to consist of base and resurfacing as required in Clackamas County Commissioner's Order No. 75-1702 and itemized by Attachment "A".

Now therefore, the premises being general as stated in foregoing recital, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY COUNTY:

1. County will acquire necessary right-of-way at Corporation's expense, prepare plans and specifications, contract documents, advertise for bids, award all contracts and supervise construction of improvements.

2. County shall, before award of contract, review with Corporation the bid amounts and total cost of improvements.

3. County shall, after award, compile accurate cost records and submit to Corporation progress payments to be paid by Corporation for completed work.

THINGS TO BE DONE BY CORPORATION:

1. Corporation shall, prior to award of contract, provide an irrevocable letter of credit for portions of the offsite improvement work which is estimated at $600,927.00. Corporation agrees to supply letter of credit which may be higher than aforesaid estimate upon demand of County if costs of project exceed estimate.

2. Corporation shall make progress payments for work completed to County within ten (10) days of submission of billing. If Corporation fails to make payments within fifteen (15) days of receipt of billing for completed work, County will exercise its right to necessary funds from irrevocable letter of credit.

DATED this 17th day of ~~September~~ Oct., 1978

BOARD OF COUNTY COMMISSIONERS

Scott O. Parker
County Counsel

Ralph Groener
Chairman

Commissioner

Commissioner

CLACKAMAS TOWN CENTER ASSOCIATES, a limited partnership

referred to as "Corporation".

WITNESSETH:

RECITAL

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2. Corporation shall make progress payments for work completed to County within ten (10) days of submission of billing. If Corporation fails to make payments within fifteen (15) days of receipt of billing for completed work, County will exercise its right to necessary funds from irrevocable letter of credit.

DATED this 17th day of ~~September~~ Oct., 1978

BOARD OF COUNTY COMMISSIONERS

Scott O. Parker
County Counsel

Ralph Groener
Chairman

Commissioner

Commissioner

CLACKAMAS TOWN CENTER ASSOCIATES, a limited partnership
By: ERNEST W. HAHN, INCORPORATED, by and through Its Corporate Officers, a general partner

By

Title Vice President

By

Title SECRETARY

DEPARTMENT OF ENVIRONMENTAL SERVICES

CLACKAMAS COUNTY, OREGON

Sunnyside Road - 12154 June, 1978

Quantity Summary & Cost Estimate

	ITEM	QUANTITY	COST/UNIT	AMOUNT
1.	Mobilization	Lump Sum	All	$ 30,000.00
2.	Clearing & Grubbing	Lump Sum	All	$ 10,000.00
3.	Earthwork	Lump Sum	All	$ 30,000.00
4.	12" Concrete Culvert	791.5 Ln.Ft.	$10.60/L.F.	$ 8,389.90
5.	66" Concrete Culvert	80 Ln.Ft.	$110.00/L.F.	$ 8,800.00
6.	4'x 7' Concrete Box Culvert	800 Ln.Ft.	$125.00/L.F.	$100,000.00
7.	Concrete Cut Off Wall	1 Each	$300.00 Ea.	$ 300.00
8.	Concrete Inlets - Type G-I	28 Each	$415.00 Ea.	$ 8,820.00
9.	Concrete Inlets - Type G-II	5 Each	$350.00 Ea.	$ 1,750.00
10.	Adjust Manholes	20 Each	$100.00 Ea.	$ 2,000.00
11.	42" Concrete Manholes	2 Each	$600.00 Ea.	$ 1,200.00
12.	Special Concrete Manholes	1 Each	$1,500.00 Ea.	$ 1,500.00
13.	Pavement Removal	28,845 Sq.Ft.	$0.25/Sq.Ft.	$ 7,211.25
14.	Concrete Curbs - Type C	15,608 Ln.Ft.	$2.60/L.F.	$ 40,508.80
15.	Concrete Walks & Flatwork	26,070 Sq.Ft.	$1.00/Sq.Ft.	$ 26,070.00
16.	Concrete Median Border Paving	10,575 Sq.Ft.	$1.75/Sq.Ft.	$ 18,506.25
17.	Landscaping	58,372 Sq.Ft.	Lump Sum	$100,000.00
18.	1-1/2"-0" Base Rock	15,200 Tons	$6.50/Ton	$ 98,800.00
19.	3/4"-0" Level. Rock	2,870 Tons	$6.50/Ton	$ 18,655.00
20.	Class "B" Asphaltic Concrete	8,460 Tons	$17.75/Ton	$150,165.00
21.	Other Costs (June 6th Letter from William Lyle - July 27th Potential Right-of-Way Litigation Letter)			
				$662,676.20
	5% Contingencies			$ 31,633.80
	Monterey Street Materials			$ 63,267.60
	TOTAL			$757,577.60
	County Participation			$156,650.00
	Total Estimated Developer Participation			$600,927.60

8918

CLACKAMAS Town Center

October 27, 1978

Mr. Gerald W. Wimer
Local Government Manager
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Wimer:

RE: IRREVOCABLE LETTER OF CREDIT
CLACKAMAS TOWN CENTER, CLACKAMAS COUNTY, OREGON
FILE 7413-F

In line with our recent conversations which followed receipt of your September 8, 1978, letter, we had our attorney draft a proposed amendment to our July 19, 1977 agreement. In this document, copy of which is attached, we define what we feel to be a realistic solution to the objections raised in your letter referenced above.

No attachment. Carolyn 10-30-78 to send another copy attached

It is suggested that this be reviewed by your Chief Counsel.

We wish to conclude this matter just as soon as possible in order that there will be no delay in the start of the project.

Yours truly,

CLACKAMAS TOWN CENTER ASSOCIATES

W. A. Lyle

William A. Lyle
Project Manager
Development Division

11-1-78 Sollis agrees this proposal doesn't advance funds as last verbally agreed. Still to draft alternative

WAL:csg

cc: G. Johnson
W. Kurth
J. Michaelsen
R. Williams

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 30 1978
File: PM FA
LG OP
TAA

200 Continental Boulevard, El Segundo, California 90245 213/772-4200

Enclosure

8718

STATE OF OREGON

INTEROFFICE MEMO Clack. Cty

ODOT - Traffic DEPT. 378-6537 TELEPHONE

DATE: September 29, 1978

Art
Bill-file copy
o.b.

TO: FILE

FROM: Dwayne Hofstetter
Traffic Control Engineer

SUBJECT: Clackamas Town Center Development
82nd Avenue & Sunnyside Road
Clackamas County

On this date, September 29, 1978, a discussion was held with Ed Hardt, Duane Christensen, Bill Zirbes and myself concerning the design responsibilities and the contracting procedures to be used for the subject project.

As a result of the discussion, it was determined that the Signal Design work should and is being coordinated with the construction work being done by the County on Sunnyside Road and the State on 82nd Avenue. The preliminary estimates for the construction work on 82nd Avenue and the signal installation on both 82nd Avenue and Sunnyside Road were $375,000 and $500,000 respectively.

It was estimated that the easiest way to handle the State's work would be to combine the construction work on 82nd Avenue and the traffic signal installations being made on 82nd Avenue and, Sunnyside Road into 1 contract. The signal work on Sunnyside Road includes 2 signals at the shopping center accesses and 2 signals at the I-205 Sunnyside Road interchange ramp terminals.

We will proceed on the basis that the County is responsible for all of the construction work on Sunnyside Road and that the State will combine the construction work on 82nd Avenue with all of the traffic signals into 1 State contract.

DKH:cs

cc: J. H. Versteeg
D. H. Moehring
E. L. Hardt
C. T. Keasey
D. O. Christensen
Ron Failmezger
Jim McNamee

jcopy

1 Versteeg ✓
Christensen
George
Olson
Terpin
Z Sullivan JWS
Scott
Assgnee

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ENGINEERING SECTION

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81-128.1387

8918

PROJECT MANAGEMENT OFFICE MEMO

Date 9-21-78

Subject Clackamas Town Center File No.

Received (call) (~~visit~~) from Roger Williams

Address

Made (call) (visit) to Phone 213-772-4200

Reason for contact and general discussion: Discussed basic reasons "Cert of Deposit" & "Letter of Credit" couldn't be approved for our drawing costs after incurred. Did agree we would consider "Letter of Credit" we could make advance drawings as needed. The effect is a loan from Chase Manhatten as needed. Saves them $90,000± (2% over prime or about 11.5%) Instrument irrevocable but w/ maturity date (we could draw 100% at that time if not extended) Tell Mr Williams we'll need way to adjust for cost increases. He will ~~say~~ submit a proposal for review

Signature

File ( ) (O) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8918

PROJECT MANAGEMENT OFFICE MEMO

Date 9-20-78

Subject Clackamas Town Center File No.

Received (call) (~~visit~~) from Bill Lyle & Roger Williams

Address

Made (call) (visit) to Phone 213-772-4200

Reason for contact and general discussion:

Wanted State to accept "Letter of Credit" (as Clackamas County has) or as an alternate a "Certificate of Deposit" Interest accrues to Ernest W Hahn but we couldn't draw for 12 months.

Dicussed their putting up initially enough to more than cover the first monthly billing and we could draw in advance of the next. They wanted to visit w/ our attorney. As an alternate I will & call back

Signature A Nemir

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

↳ Bill is agreeable subject to formal Limitations & Assumption Agreement.

Colonial Bluffs Lyle & He will write his details, W2 & draft.

Can then estimate

8918

September 8, 1978

Ernest W. Hahn, Inc.
200 Continental Blvd.
El Segundo, Calif. 90245

Attn: William A. Lyle

Subject: Advance Deposit
Clackamas Town Center
Cascade Highway

By your July 21, 1978 letter and a copy of your Sept. 1, 1978 letter to Winston Kurth, you asked that we consider a "set-aside" letter or a "letter of credit" in lieu of an advance deposit for the work you want the State of Oregon to do on the Cascade Highway in front of the Clackamas Town Center. We referred the matter to our Chief Counsel. He replys:

> "The applicable statutory section appears to be ORS 366.425, which provides in part:
>
> '. . . any person, firm or corporation may deposit moneys in the State Treasury for . . . doing . . . work upon any public highway within the state under the direction of the department. When any moneys are so deposited department shall proceed with the proposed highway project, and the money deposited shall be disbursed for which it was deposited . . . .' (Emphasis added)
>
> I was unable to find any case history as to whether the terms "moneys" or "money deposited" refer exclusively to cash or checks, or whether "set-aside" letters and "letters of credit" were also included. Language of the statute, however, appears to preclude acceptance by the Department of Transportation of anything besides cash or its equivalent. "Letters of credit" cannot physically be "deposited" in the State Treasury; neither can they be "disbursed" for the work which they were deposited.
>
> Therefore, I conclude that the Department of Transportation may not accept a "set-aside" letter or a "letter of credit" in lieu of advance deposits for the work which is to be done on the Cascade Highway in front of the Clackamas Town Center."

I am sorry, but this precludes us from obliging you in this matter. Thank you for your patience while we made this legal review.

Very truly yours,

Gerald W. Wimer
Local Government Manager

GW:dac
cc: Jack Sollis
Jim McNamee
Ed Hardt
Maurice Payne
Winston Kurth

NOTED
W. H. TEBEAU

8718

DEPARTMENT OF JUSTICE

RECEIVED
SEP 7 1978
LEGAL

Memorandum

TO: Jack L. Sollis
Assistant Attorney General & Counsel

DATE: September 7, 1978

FROM: Dale Hormann DKH
Law Clerk

APPROVED
JLS
Chief Counsel
Oregon Department of Transportation

SUBJECT: Clackamas Town Center, Concerning Letter of Credit

I have reviewed the suggestion by Mr. William A. Lyle, Project Manager for Ernest W. Hahn, Inc., that improvements made by the Oregon State Highway Division to the Cascade Highway at the site of the Clackamas Town Center be funded initially by either a "set-aside" letter or a "letter of credit." Clackamas County is apparently allowing this form of funding on their portion of the project, i.e., a letter of credit. Your concern was whether either a "set-aside" letter or a "letter of credit" are acceptable methods of funding under Oregon law for work done by the State Highway Division.

The applicable statutory section appears to be ORS 366.425, which provides in part:

> ". . . any person, firm or corporation may deposit moneys in the State Treasury for . . . doing . . . work upon any public highway within the state under the direction of the department. When any moneys are so deposited department shall proceed with the proposed highway project, and the money deposited shall be disbursed for the purpose for which it was deposited . . . ." (Emphasis added)

I was unable to find any case history as to whether the terms "moneys" or "money deposited" refer exclusively to cash or checks, or whether "set-aside" letters and "letters of credit" were also included. Language of the statute, however, appears to preclude acceptance by the Department of Transportation of anything besides cash or its equivalent. "Letters of credit" cannot physically be "deposited" in the State Treasury; neither can they be "disbursed" for the work for which they were deposited.

Therefore, I conclude that the Department of Transportation may not accept a "set-aside" letter or a "letter of credit" in lieu of advance deposits for the work which is to be done on the Cascade Highway in front of the Clackamas Town Center. The propriety of the county's use of these alternative methods, while not the subject of this memorandum, was also examined to some extent. In my examinations of the Oregon statutes, I was unable to find any particular statute which stated any particular method of funding which is to be used by the county in such a situation as this. Therefore, the county's method of funding is the county's concern, and should be left to the county's own legal staff. The state, however, is restricted by statute from accepting these alternative methods of funding.

DH:sjb

8918

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3086

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 28, 1978

Ernest W. Hahn, Inc.
200 Continental Blvd.
El Segundo, California 90245

Attn: Mr. William A. Lyle
Project Manager

SUBJECT: Clackamas Town Center
Your File 7405

Dear Mr. Lyle:

I am in receipt of your letter of July 19, 1978.

The sidewalk - bikepath on 82nd Avenue between Sunnyside Road and the Town Center must be constructed in order to make the sidewalk - bikepath functional. The State Highway Division has no way to assess the abutting property owners for the sidewalk - bikepath costs. If the vacant property should be developed and require access to 82nd we could, at that time, require the developer to provide a sidewalk - bikepath. The two developed properties were required to landscape the area on the highway right-of-way. It would not seem fair to go back to them now and ask them to remove their landscaping and construct sidewalk at their expense. As a rationale, you might justify the Town Center constructing the sidewalks just as you justify your other off site improvements which may be of benefit to others.

Cont.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 2 1978
TAA Holmes Files PM FA LG OP

Form 81-734-3122

Regarding the completion of the offsite construction work by June 2, 1980; the Department of Transportation is programming this project for December 1978 contract letting. However, this cannot happen unless the financial arrangements are settled in the very near future. If the December 1978 letting can be adhered to, I can see no real problem in completing the roadwork and signals by Your June 1980 date.

Very truly yours,

M. D. Payne

Maurice D. Payne
District Engineer

cc: E. L. Hardt/Attach.
J. McNamee
G. Wimer
W. Kurth
R. Failmezger

8918

July 27, 1978

Ernest W. Hahn, Inc.
200 Continental Blvd.
El Segundo, California 90245

Dear Mr. Lyle:

Re: Advance Deposit
Clackamas Town Center
Cascade Highway

Receipt is acknowledged of your July 21, 1978 letter. You ask that we consider a "set aside" letter or a "letter of credit" in lieu of an advance deposit for the work you want the State of Oregon to do on the Cascade Highway in front of the Clackamas Town Center.

A preliminary review has been made by our staff attorney. He needs to do more research but will be on vacation for three weeks.

We will be in further contact following that. Thank you for bearing with us during this interim.

Very truly yours,

Gerald M. Wimer
Local Government Manager

GMW:dmc
cc: J. Sellis
E. Hardt
N. Payne
J. Williams

- As discussed, please obtain a copy of the permit where Clackamas Co. is allowing this form of funding on their portion of the project. Lacking there being a permit please obtain whatever factual information you can furnish to aid in answering the inquiry. 8-30-78 Jim promised to follow up within one week.

5918

Clackamas

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 25, 1978

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

TO: James McNamee
Resident Engineer

SUBJECT: Clackamas City Town Center
Drainage Review

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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JUL 25 1978
ENGINEERING SECTION

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At your request, I reviewed the proposed drainage plan for the Clackamas City Town Center which is to be built in the northeasterly quadrant of the intersection of Sunnyside Road and 82nd Avenue. It is my opinion that better control of peak flows generated by this development could be accomplished by eliminating the 14-inch diameter orifice on the 24-inch outlet pipe from the eight acre-foot detention basin. The 24-inch pipe would be the primary control structure.

Under present conditions, the drainage basin at its confluence with Phillips Creek has a drainage area of 340 acres. A 50-year peak flow of 73 cfs was estimated assuming a concentration time of 62 minutes and a runoff coefficient of 20 percent. Prior to construction of Interstate 5, the 50-year peak would have been 68 cfs. The proposed development will change the runoff characteristics of the lower 102 acres of the basin by decreasing the concentration time about 10 minutes and increasing the runoff coefficient from 20 percent to about 70 percent. As a result, the 50-year peak will increase to 146 cfs during a long-duration, low-intensity storm. This type of storm produces the greatest runoff volume in the basin. The greatest peak flow, however, would be produced by a short-duration, high-intensity storm which could result in a 50-year peak flow of 244 cfs.

Since it is proposed to drain all upland runoff into a detention basin just upstream from the Phillips Creek crossing of Sunnyside Road, the detention basin should be designed to handle both types of storm runoff without increasing flows downstream above the natural peak of 73 cfs. Attached are two graphs showing the inflow hydrographs to the detention basin for both the long-duration, low-intensity storm and the short-duration, high-intensity storm. Superimposed on these hydrographs are the outflow hydrographs from the detention basin using several size outlet orifices. For the 14-inch and 20-inch orifices, water fills the basin to a depth which exceeds the elevation of the 20-foot spillway. When this occurs, the outflow discharge increases rapidly since very little additional storage is available above the spillway. When only

REFERRED TO

Beard, Staudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lau

Return, Discuss, Do, File Copy, Due

BY FINAL DESIGN ENGINEER

the 24-inch pipe is used, the water surface remains below the spillway thus providing a lower outflow discharge. The primary reason that the smaller orifice openings do not provide adequate control is because they force the basin to fill too early in the hydrograph.

Below is a table which compares the outflow peaks for each orifice size:

Control structure size	Long-duration, low-intensity storm		Short-duration, high-intensity storm	
	Inflow peak	Outflow peak	Inflow peak	Outflow peak
14-inch Orifice and spillway	146 cfs	92 cfs	244 cfs	13.3 cfs
20-inch Orifice and spillway	146 cfs	73 cfs	244 cfs	26.2 cfs
24-inch pipe only	146 cfs	59 cfs	244 cfs	36.3 cfs

It can be seen that by using only the 24-inch pipe for control, the greatest reduction during the critical storm can be achieved.

The storm sewer along Sunnyside Road was checked to see if it could handle the increased flows generated by the widened Sunnyside Road. This system does have the capacity to handle even a 50-year runoff without backing water up onto Interstate 205.

In conclusion, the proposed development should have no adverse effects on Interstate 205 and with the suggested changes it should not adversely affect 82nd Avenue drainage downstream.

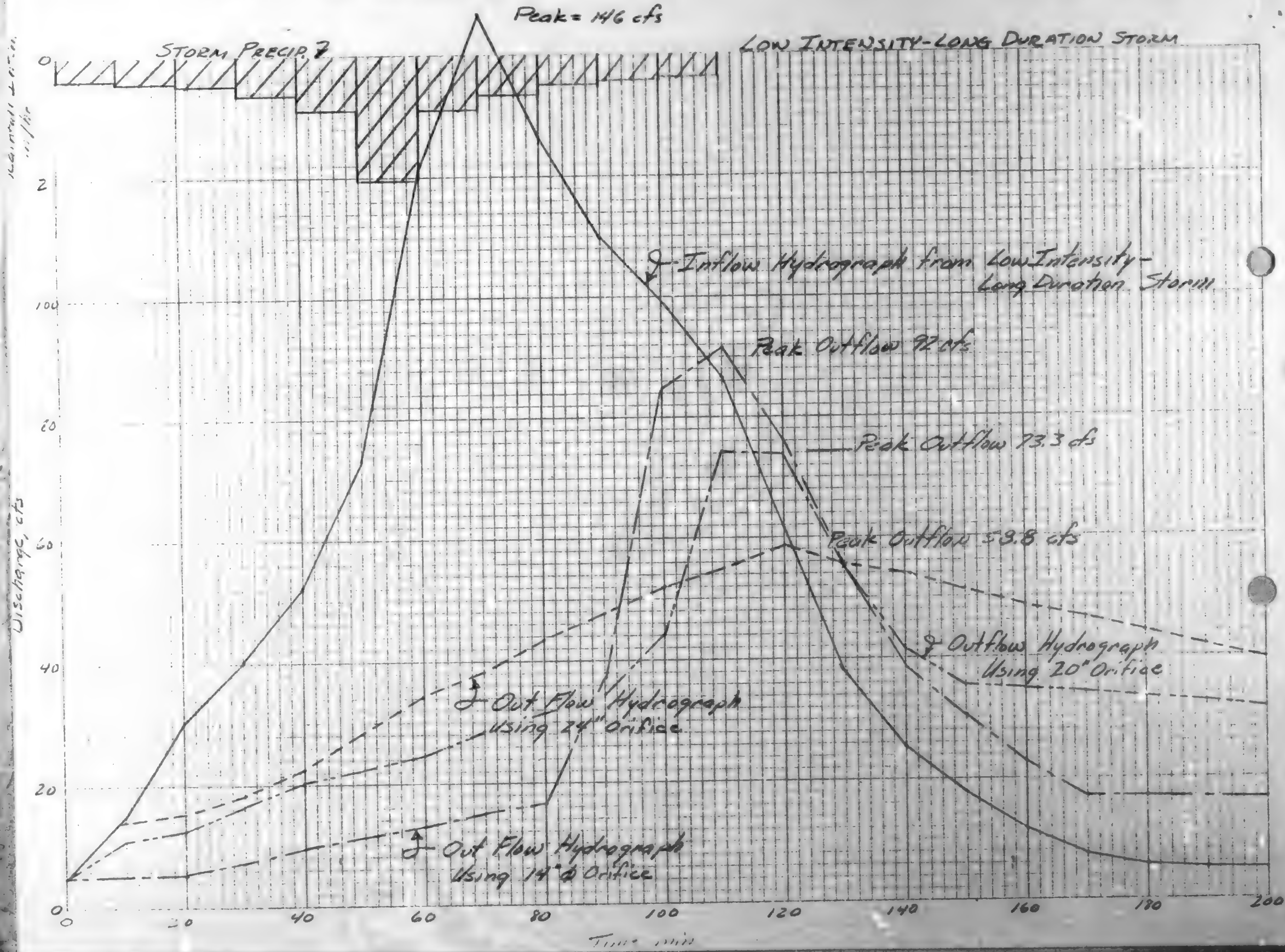
SHM:jp
Attach

cc F.E. Terpin
J.H. Versteeg ✓

CAMP WITH KOMO BAR
(OREGON NATIONAL GUARD)
Mount Talbert
Swingside
Creek
Scott
Harmony
Harmony Point
Happy Valley
Phillips
Mount Scott
Harmony Sch
Jackson Sch
Clackamas High Sch
Radio Towers
37 Radio Sta
(KEX)
Radio Towers
(KXL)
Radio Towers
(KPOJ)
Water Tower
Cemetery
Gravel Pit
Quarry
Meadow
Creek
Golf Course
Road
Avenue
Place
Drive
Lane
Court
Boulevard
Pacific
Highway
Southeast
Clackamas County

K&E 10 X 10 TO THE INCH • 7 X 10 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.

46 0700



K+E 10 X 10 TO THE INCH • 7 X 10 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.

46 0700

HIGH INTENSITY - SHORT DURATION STORM

Storm Precip

Peak 24 cfs

Inflow Hydrograph from High Intensity - Short Duration Storm

Peak 36.3 cfs

Outflow Hydrograph using 24" Orifice

Peak 26.2 cfs

Peak 13.3 cfs

Outflow Hydrograph using 14" Orifice

Outflow Hydrograph w/20" ϕ orifice

0 10 20 30 40 50 60 70 80 90 100

8918

Clackamas

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 20, 1978

Mr. Bernard Straight
Traffic Engineer
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97013

Dear Mr. Straight:

As discussed with William Zirbes of this office, the attached sketch indicates one method of handling the traffic generated by the residential area south of the Clackamas town shopping center.

The area chosen to egress this traffic would not require any house moving and is not adjacent to any homes. It would also require very little additonal right of way.

This same scheme could be used at the other intersections, however, it might require the purchase of some houses. If placed at the proposed shopping center accesses, the signals could operate as 5 phases or possibily 6 phases.

Would you please notify this office of the direction the county intends to pursue in this frontage road problem, as soon as possible.

This office also favors the opening of the ends of the medians for entrance and exits from the frontage road. This is necessary for emergency vehicle use.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WRZ:cs

Attachment

bc: J. McNamee
J. H. Versteeg
E. L. Hardt

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 21 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

This would allow passenger cars & single unit trucks to move to & from frontage roads. Semis could have to use openings at the median ends on the total roadway.

8918

GENERAL FILES

FORM 61.724.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

January 24, 1978

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: CLACKAMAS TOWN CENTER
CASCADE HIGHWAY
CLACKAMAS COUNTY

TO: H. S. COULTER
Highway Engineer

NOTED
H. S. COULTER

The Highway Division has an agreement with Ernest W. Hahn, Inc., the developer for the Clackamas Town Center, for improvements to SE 82nd Avenue (Cascade Highway) which are required because of the traffic impacts of the Town Center. I have attached a copy of the agreement which essentially says that the Highway Division will work up and have a project done and the developer will pay costs.

Resident Engineer Jim McNamee has put together the material necessary to draw up right-of-way descriptions for purchase of right-of-way along 82nd Avenue for the widening. This data is also attached. I'm told by Bruce Boyd that the request for this material to be processed for right-of-way descriptions has to be approved by your office. I would appreciate it if you would approve this request and send it along for processing. At this time it is not known whether the County or the State will actually purchase the right-of-way, so the right-of-way descriptions should be returned to Jim McNamee for his handling.

RECEIVED
STATE HWY ENGR
JAN 24 '78
REFER TO
J.B. Boyd
FOR
Info | Files | I/D | D/R | Eq | Ct | Sp

ELH/gw/cr
Attachments
cc Maury Payne
Jim McNamee

8716

July 25, 1977

Ernest W. Hahn, Inc.
2311 W. El Segundo Blvd.
Hawthorne, CA 90250

Attention: William A. Lyle, Project Manager
for Development Division

MISC. CONTRACTS and
AGREEMENTS No. 6059

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the channelization on 32nd Avenue, revisions of the Sunnyside Road Interchange ramps and installation of traffic signals.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

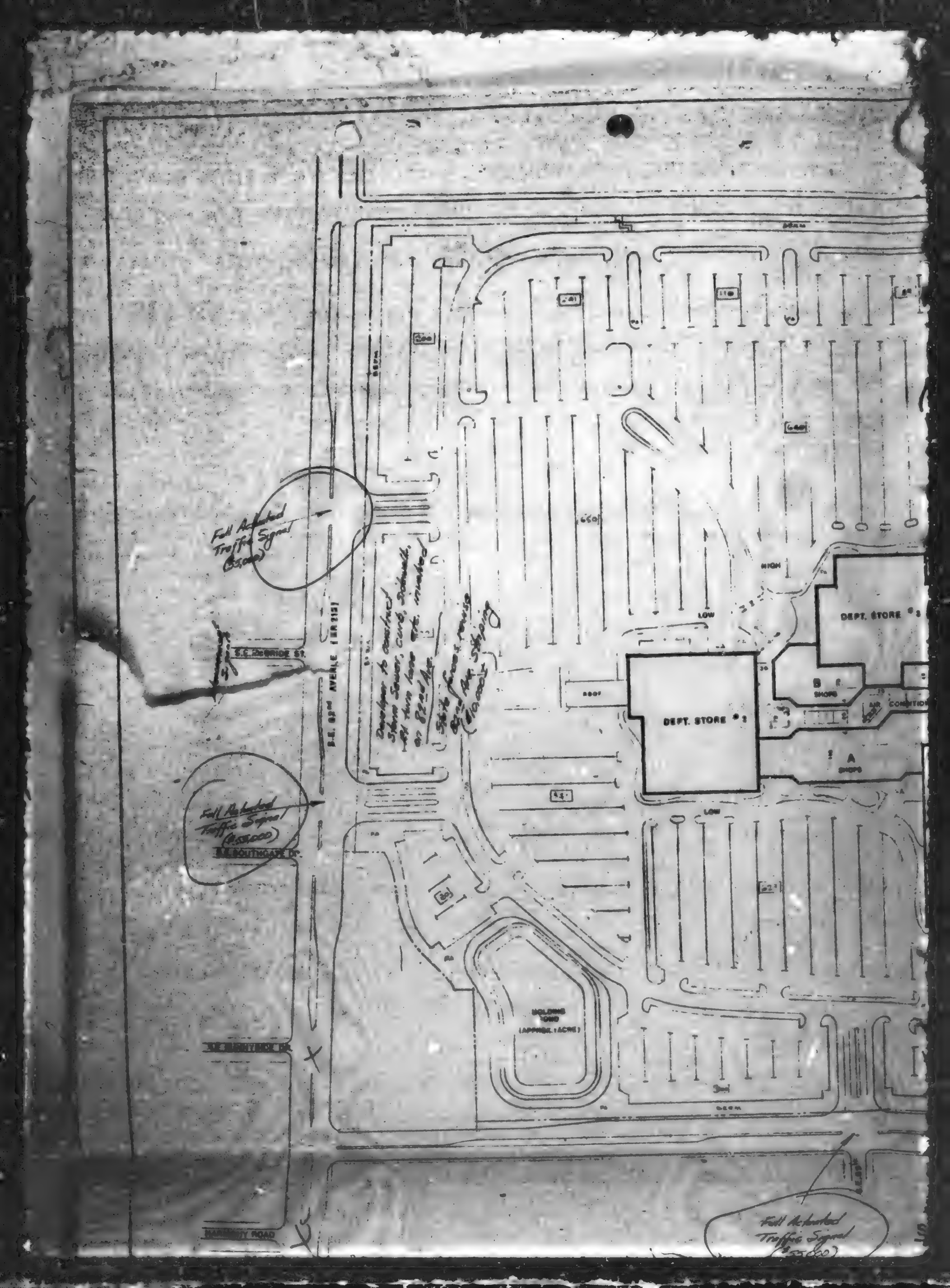
Very truly yours,

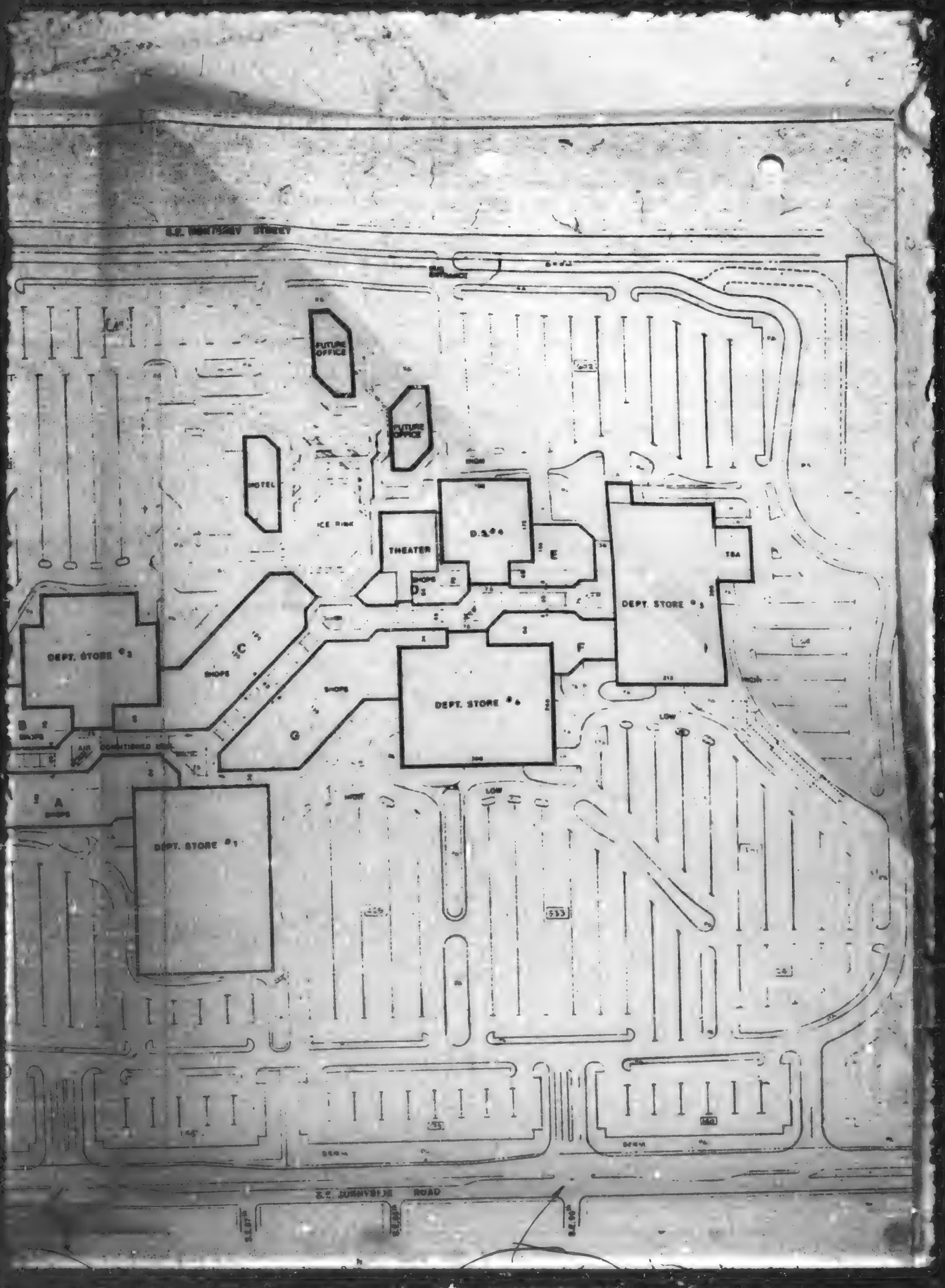
C. W. Neal
CONSULTING SERVICES

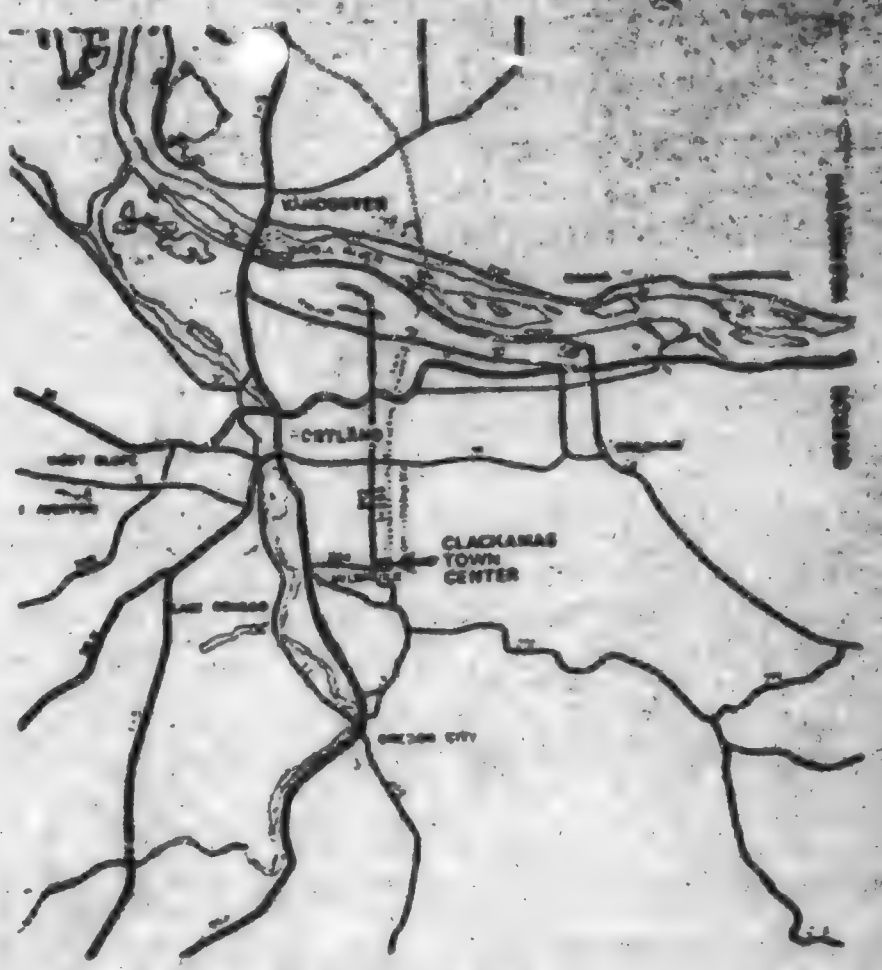
bkr

Attachment

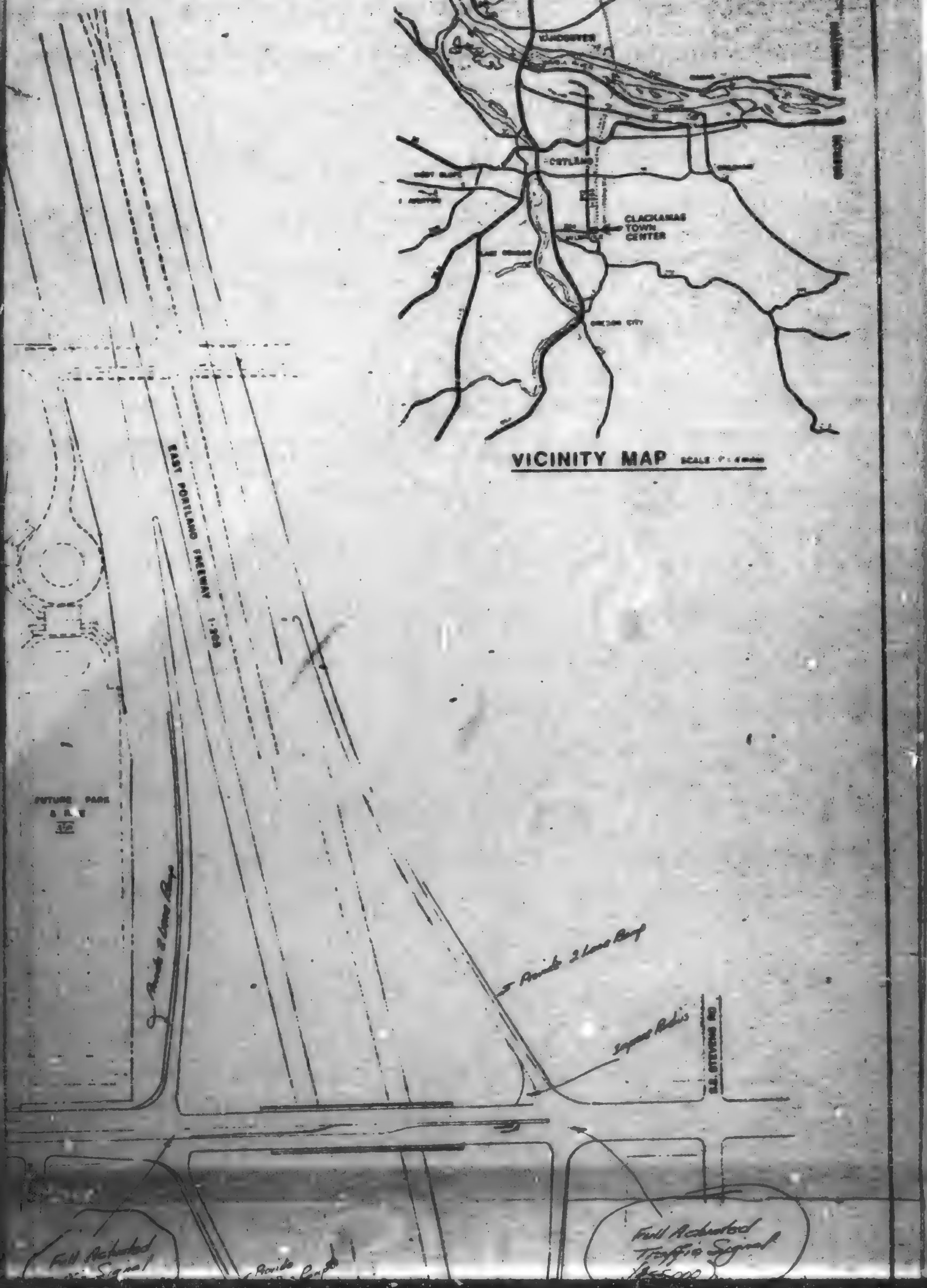
bc: Don Harwell (agreement attached)

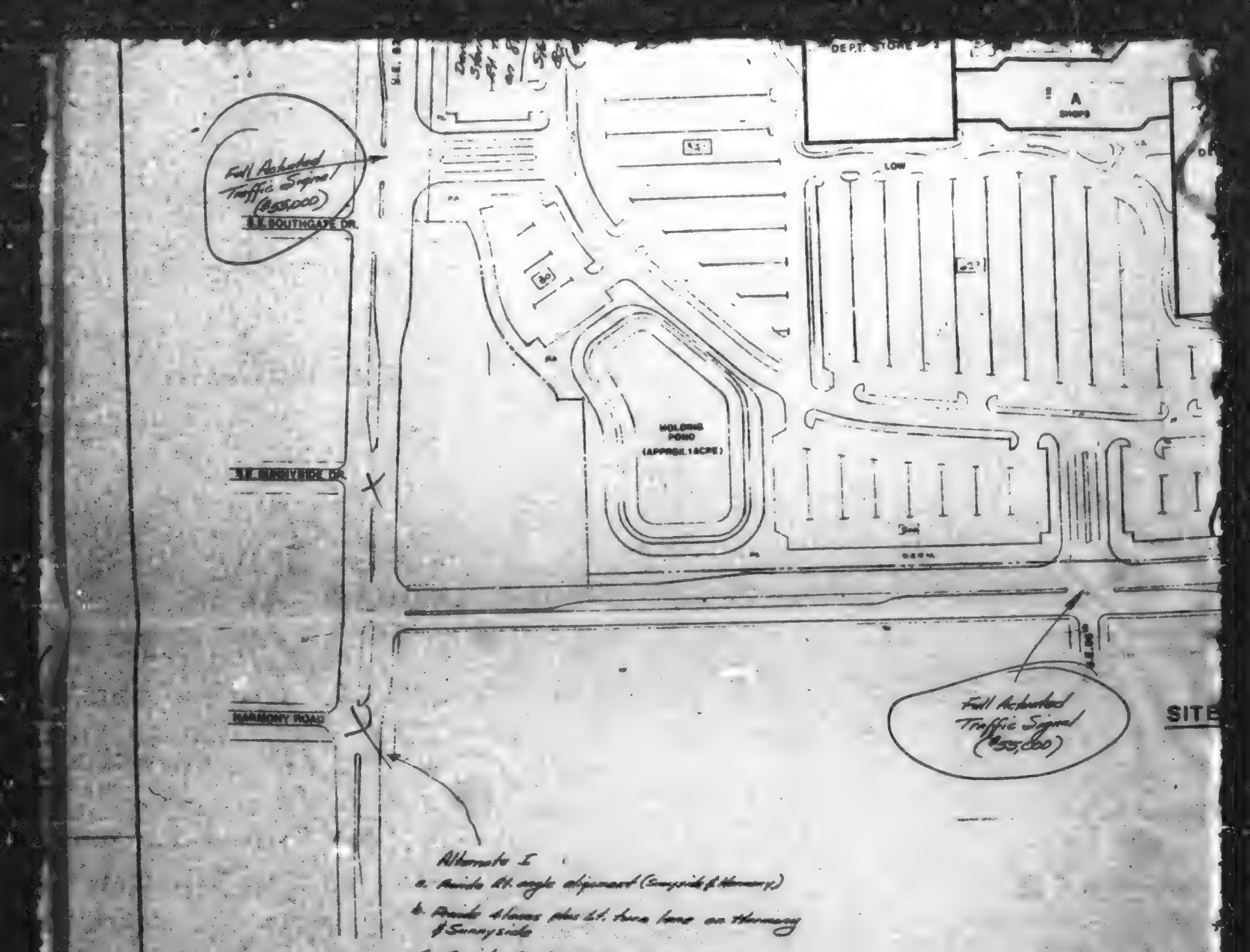

Full Actuated Traffic Signal ($35,000)
S.E. 28th RIDGE ST.
S.E. 63rd AVENUE (SR 213)
Developer to construct Storm Sewer, curb, Sidewalk, and turn lane etc. on 63rd Ave.
State Road Dept. responsible for Sidewalk Striping
DEPT. STORE #1
DEPT. STORE #2
B SHOPS
A SHOPS
HIGH
LOW
S.E. SOUTHGATE DR.
Full Actuated Traffic Signal ($35,000)
HOLDING POND (APPROX. 1 ACRE)
S.E. SOUTHGATE DR.
HARMONY ROAD
Full Actuated Traffic Signal ($35,000)


FUTURE OFFICE
FUTURE OFFICE
HOTEL
ICE RINK
THEATER
DEPT. STORE #3
DEPT. STORE #4
DEPT. STORE #5
DEPT. STORE #6
DEPT. STORE #1
SHOPS
SHOPS
SHOPS
SHOPS
SHOPS
AIR CONDITIONED MALL
TBA
HIGH
LOW
HIGH
LOW
HIGH
S.P. SUNNYVALE ROAD



VICINITY MAP SCALE: 1" = 4 miles





Alternate I

a. Provide Rt. angle alignment (Sunnyside & Harmony)

b. Provide 4 lanes plus Lt. turn lane on Harmony & Sunnyside

c. Provide Lt. turn lanes from 82nd Ave.

d. Provide Lt. turn lanes from 82nd Ave.

e. Provide 8 phase traffic Signal, fully actuated ($55,000)
(State forces revise signing - $10,000)

Alternate II

a. Provide improved Lt. turn Lane and radii from 82nd Ave. to Sunnyside & Harmony

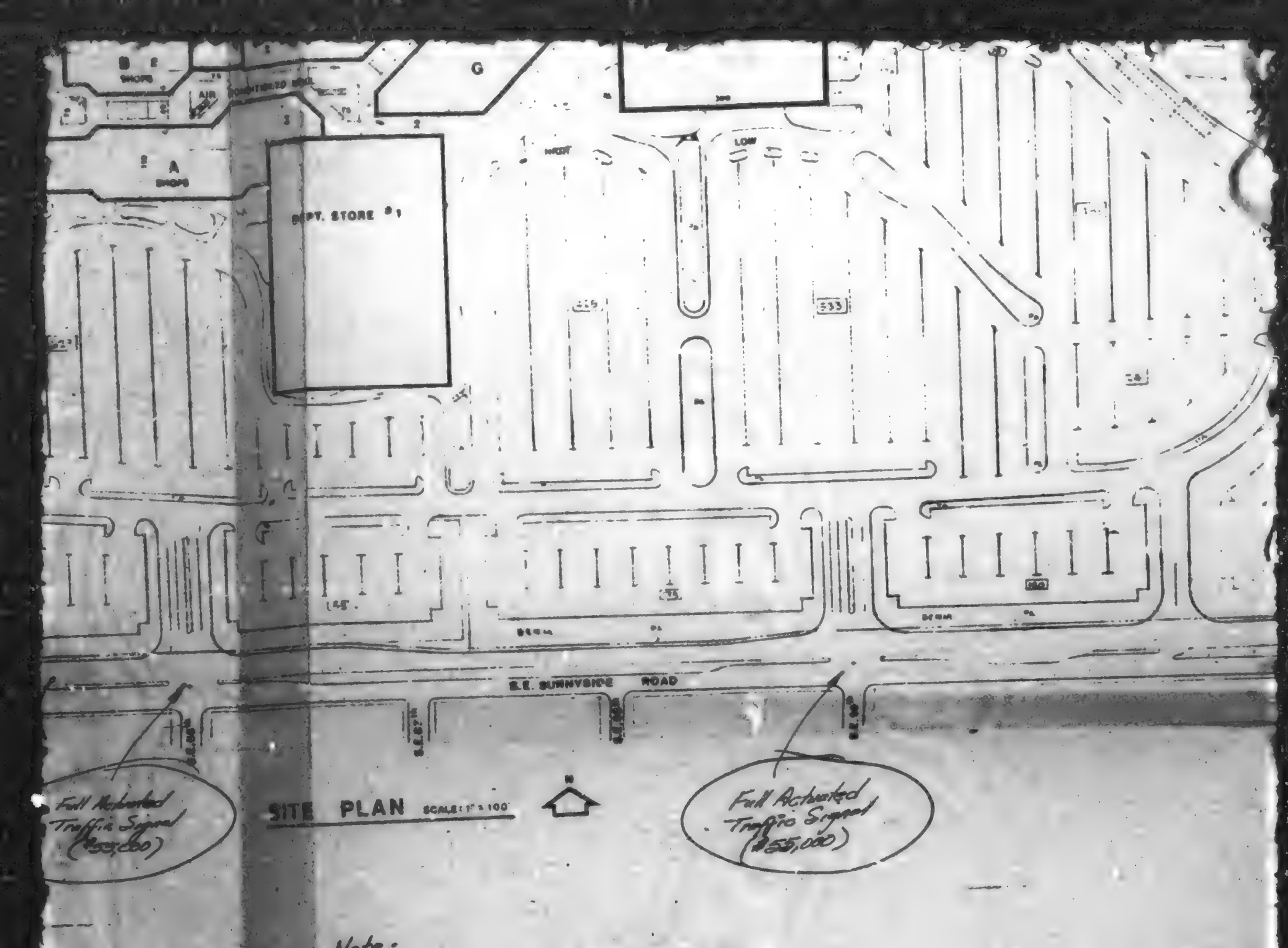
b. Provide 2 Left Turn Lanes from Harmony & Sunnyside

c. Provide interconnect to Shopping Center driveway Signals

d. Provide 5 phase traffic Signals at Harmony & Sunnyside ($110,000)

(State forces revise signing - $ 10,000).

Return to Harwell



SITE PLAN SCALE: 1" = 100'

Note:

~~All work on Sunnyside Rd.~~
~~from Rt. 26 to the ramps of Capitol~~

County to perform all work on Harmony Rd. ~~_____~~ & Sunnyside Rd. from Rt. 26 to I-25 west ramp terminals. (with exception of traffic signals, signing & striping alterations)

...ide ($110,000)

Work to be performed by
Royal Estimate Summary

Traffic Signals, ($50,000 + 10%)
Signing Revisions,
Striping Revisions,
Sunnyside Detour
Ramp Revisions

+30% Engr'g Cont.
Total $ 6

FUTURE PARK
& RIDE

2 Ramps & Loop Ramp

2 Ramps 2 Lane Ramp

2 Lane Ramps

S.E. STEVENS RD.

Full Actuated Traffic Signal ($55,000)

Ramps 2 Lane Ramp

Full Actuated Traffic Signal ($55,000)

Ramps 2 Lane Ramp

Ramps Striping Sunnyside Interchange ($8,000 ±)

Ramps Striping Sunnyside Intech. ($5,000 ±)

Widen Intech. Ramps & Improve Curbs ($4,000)

4-22-76	
12-10-74	
11-20-74	
6-19-74	
6-7-74	
5-24-74	
DATE	

REGISTERED ARCHITECT
STATE OF OREGON

PRELIMINARY SITE PLAN

CLACKAMAS TOWN CENTER

CLACKAMAS COUNTY, OREGON

JOHN GRAHAM AIA • ARCHITECT

SEATTLE NEW YORK

Local Govt. Copy
(Co-Cfy)

8918

ROBERT W. STRAUB
GOVERNOR

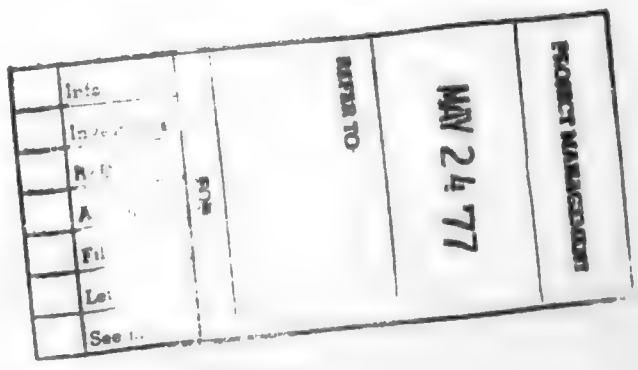
Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 18, 1977

Telephone 238-8226



WILLIAM A. LYLE
Project Manager
Development Division
Ernest W. Hahn, Inc.
2311 West El Segundo Boulevard
Hawthorne, CA 90250

Re: Clackamas Town Center
Clackamas County

This is in answer to your April 29 letter and to acknowledge receipt of your advance deposit check for $20,000 to cover the estimated cost of preliminary engineering for off-site highway improvement contract plans in conjunction with the Clackamas Town Center site.

I have reviewed your questions concerning the sketch plan and agreement format and offer the following clarification:

Right-turn Ingress to Town Center - We have no objection to a standard right-turn entrance as shown on your "preliminary site plan" which indicates a right-turning lane from S.E. 82nd Avenue. The additional right-turn lane from 82nd is necessary for your south access and I would consider optional for the north access. These details should be worked out in the preliminary engineering phases.

Signal Location Described in Agreement - Is shown at the correct location (Station 427+75) which does align the south access on the Town Center's property as we discussed. This location would not align the access opposite S.E. Southgate Street; the sketch plan inadvertently aligned the access off of the Town Center property at approximately Station 429+25. The stations for the signal locations are only approximate and can be shifted within reason.

Things to be Done by Corporation - Your understanding of paragraph 2 is correct in that the State will not be able to provide additional right-of-way along 82nd Avenue. As I

NOTED
.....OR C. HOLMES

understood from previous meetings, the State during the preliminary engineering stages will identify right-of-way requirements along S.E. 82nd Avenue and Clackamas County would negotiate and purchase the necessary parcels in behalf of the corporation. I felt it was understood that the developer would pay for the additional right-of-way.

Utility Adjustments or Relocations - The agreement appears correct; the corporation is responsible for all costs incurred by the utility company in relocating or adjusting facilities along the Town Center's 82nd Avenue frontage. Any relocation or adjustment costs which are attributed to highway improvements along S.E. 82nd in the vicinity of Sunnyside and Harmony roads, would be borne by the utility company.

Landscaping - Our only requirement is that the highway right-of-way be landscaped in such a manner that the landscaping does not obstruct sight distance for vehicles entering or exiting the Center. It is our intent that landscaping be developed at your discretion compatible with the overall development of your project.

I feel there is no need to initiate a new cooperative agreement at this time; if you feel further clarification is necessary, feel free to contact me or suggest changes in the agreement.

Prior to authorizing our resident engineer to proceed with the preliminary engineering phases, I suggest a meeting with you, your architect, Clackamas County engineers and our field location engineer would be in order. The purpose of such a meeting would be to coordinate efforts and discuss the various aspects which have been agreed upon. I appreciated your advance deposit to initiate the preliminary engineering for the project as I feel more comfortable with the additional time in order to meet your fall of 1979 opening.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: Winston Kurth, Clackamas County
L. E. George
[redacted]
E. L. Hardt
Maury Payne
Jim McNamee
Ron Failmezger

8918

Form E-185—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

ERNEST W. HAHN, INC.

2311 West El Segundo Boulevard

By: Hawthorne, CA 90250

By: William A. Lyle, Project Manager
(Official Capacity)

Order No. 1

Date May 13, 1977

Prefix and account number to which work is to be charged 3-8204-901

Description and Location of Work To Be Performed or Materials To Be Furnished:

Preliminary engineering for traffic signals and roadway improvements on Southeast 82nd Avenue and I-205 /Sunnyside Road Interchange in connection with the development of Clackamas Town Center.

Estimate of Quantities and Cost

Preliminary engineering estimate is $20,000

Basis of Payment:

- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 20,000

Deposit received by Secretary on .....

Authority from Requisitionist:

- ☒ Agreement dated In process
- ☐ Letter to ..... date .....
- ☐ Oral request to ..... date .....

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☐ Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials August 1978

Superintendent or engineer responsible for performance of work and submission of information for billing James D. McClure, Project Development Engineer

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

Order prepared by Metro Section Department

Signed Earl C. Mfuller

.....

SP-E195

-$918.

77-24

ERNEST W. HAHN, INC.
2311 WEST EL SEGUNDO BOULEVARD, HAWTHORNE, CALIFORNIA 90250 • PHONE (213) 757-9151

April 29, 1977

ME PR1 PR2 DE
O.T.H.D. - METRO
MAY 3 1977
FILE

Mr. James D. McClure
Project Development Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, OR 97213

Dear Mr. McClure:

RE: CLACKAMAS TOWN CENTER, CLACKAMAS COUNTY - FILE 7405

Our review of your March 23, 1977 letter with its sketch plans of Sunnyside-Harmony Road sections and 82nd Avenue and the Cooperative Agreement transmitted with your March 21, 1977 letter requires the following clarification and/or corrections:

Sketch Plan

On Sheets #10 and #11, the right turn two entries into the Center are shown with a taper instead of a standard right turn.

We want a standard right turn at these points if you have no serious objection.

Agreement Form

On Page 2, paragraph 3, top of page, the north signal should be located at 429 + 25 (approx.) instead of 427 + 75 to place our entrance across from Southgate Street.

On Page 2 "Things to be Done by Corporation", paragraph 2, we understand that the State will not provide any additional right-of-way required. However, as yet it is not established that the Developer will pay for additional right-of-way.

Also it is our understanding where utilities occur in existing easements or right-of-ways that it should not be the "Corporations" responsibility but that of the utility company affected to relocate where required by plans.

Letter, March 23

On Page 2 regarding schedule, according to our architect, in order for them to get timely input for demolition and grading plus location of entries, you should start preliminary engineering early in May. Our architect's grading documents will proceed very rapidly and your input will be required as soon as it can be supplied.

It is our intention that we get the $20,000 check to the State at an early date to permit you to start preliminary engineering.

On Page 2, paragraph 3 - Landscaping - will you please define the minimum requirement for landscaping along 82nd Avenue frontage in highway right-of-way.

Will you please clarify the points made by this letter. If you feel necessary, reissue the Cooperative Agreement for signature.

Your early response will be appreciated.

Yours truly,

ERNEST W. HAHN, INC.

W. A. Lyle

William A. Lyle
Project Manager
Development Division

WAL:csg

cc: C. Ackerlind
E. Backlund
C. Buttke
G. Johnson
J. Michaelsen
M. Rice

8918

77-24

L.W. Rutlier

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

March 23, 1977

WILLIAM A. LYLE
Project Manager
Development Division
Ernest W. Hahn, Inc.
2311 West El Segundo Boulevard
Hawthorne, CA 90250

FILE CE PR1 PR2 DE
C.C.I.D. - METRO
MAR 24 1977
OE FILE T/A

Subject: Clackamas Town Center
Clackamas County

We have completed the reconnaissance and sketch planning efforts outlining the right-of-way and improvements required along S. E. 82nd Avenue between S. E. Monterey Avenue and Harmony Road. Attached are copies of the original construction plans in this vicinity showing the right-of-way and tentative roadway improvements.

The improvements shown on the plans are sketch planning concepts only and will be subject to change during the preliminary engineering phases. In the vicinity of the Harmony/Sunnyside Road intersections, 5 feet of additional right-of-way will be required along the west side of 82nd Avenue along with triangular parcels at the two intersections.

In response to your questions concerning responsibilities, time requirements, and the required improvements along your 82nd Avenue frontage, the following is offered:

1. Outline of State responsibilities in reference to preliminary engineering, construction and permits?

   Preliminary Engineering will be administered by this office through the preliminary and final design phases including awarding the contract.

   Construction will be administered by Mr. Marion Craft, Regional Construction Engineer, located at our Region 1 office, who will assign a resident engineer to the project.

Permits will be administered by Mr. Maury Payne, District Engineer, located at our Region 1 office. Mr. Payne will be involved with all phases of the project and coordination since the operations of state highways in the vicinity of the shopping center are the District Engineer's responsibility.

2. Tentative time requirements for preliminary engineering and construction for the signalization and highway improvements to meet your Fall of 1979 opening date are shown in the following table:

Phase Of Work	Time (Months)	Beginning Dates
Preliminary Engineering	4	8/77
Traffic Signal Design	2½	12/77
Final Design (Preparation of Contract Plans)	2½	2/78
Corporation Review of Final Design	1	5/78
Advertise For Bid	1	6/78
Corporation Review of Low Bid and Construction Deposit	1	7/78
Award Contract	2	8/78
Construction	10	10/78

Estimated Total Months Required - - - 24 months
Time of Project Completion- - - - - - - 8/79

The 24 month time frame appears reasonable for the project development and construction phases, however, I would feel more comfortable with an additional two months leeway in order to deal with non-anticipated problems. I recommend starting the preliminary engineering efforts in May or June of this year.

3. Access permit requirements along 82nd Avenue frontage? Final location of curbs, etc., will be established during the preliminary engineering stages.

New Curb Locations are tentatively shown on the attached sketch plans for the access points into the center.

Landscaping is required along the 82nd Avenue frontage on highway right-of-way and will be the responsibility of the property owner to maintain. Landscaped berms or mounds can be developed on the highway right-of-way, included as part of the permit; size and locations would be at the developer's discretion.

Sidewalk/Bikeway will be required along the frontage, located on the highway right-of-way and will be maintained by the Highway Division. The actual location of the sidewalk to be determined by the developer.

Storm Sewer Extension will be required along the frontage of the property and maintained by the State Highway Division. This is a normal requirement of all developers in the urban area.

The sketch plans are considered preliminary; actual locations, for access, curbs, sidewalks, etc., need to be coordinated with our Location Engineer and your architect. If you have any questions concerning the development of the Town Center and the requirements I have laid out, please feel free to contact me or the District Engineer, Mr. Maury Payne.

Under a separate cover, I am forwarding the cooperative improvement agreement for preliminary engineering and construction financing.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

Attachments

cc: Winston Kurth, Clackamas County w/attachment
" Walt Hart "
" Maury Payne "
" Ron Failmezger "
" Jim McNamee "
Mainor Holmes

8918

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3086

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 14, 1977

Ernest W. Hahn, Inc.
2311 West El Segundo Blvd.
Hawthorne, California 90250

Attn: Mr. William A. Lyle
Project Manager
Development Division

SUBJECT: Clackamas Town Center
Clackamas County

Dear Mr. Lyle:

In reply to your letter of March 8, 1977:

Page 2, Paragraph 3 -- The signals at the ramp terminals of I-205 will be under the State's jurisdiction and are covered under the agreement.

Page 3, Paragraph 3 -- The sanitary sewer is under the jurisdiction of the Clackamas County Service District #1. They have made application to the State for a permit.

Page 4, Paragraph 3 -- Winston Kurth, Clackamas County Engineer, advises that Clackamas County will pay the power charges for the signals at 86th and 90th Avenues on Sunnyside Road.

Thank you for your reply to the Study Draft Agreement. The final agreement will be forwarded to you for signature in the near future.

Very truly yours,

Maurice D. Payne

Maurice D. Payne
District Engineer

cc: W. Hart, W/Attachment
J. D. McClure, W/Attachment
✓ G. Hopkins, W/Attachment
J. Sollis, W/Attachment

	Info	FOR	REFER TO	MAR 15 77
	Investigate			
	R/D			
	Action			
	File			
	Letter			
	See me			

PROJECT MANAGEMENT

MAINOR

NOTED
MAINOR C. HOLMES

Form 81-734-3122

ERNEST W. HAHN, INC.
2311 WEST EL SEGUNDO BOULEVARD, HAWTHORNE, CALIFORNIA 90250 • PHONE (213) 757-9151

March 8, 1977

DISTRICT 2B
RECEIVED
MAR 11 1977
NOTED DE ☐ ADE ☐ DOM

Mr. Maurice D. Payne
District Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, OR 97202

Dear Mr. Payne:

RE: CLACKAMAS TOWN CENTER - FILE 7413

In our review of the study draft agreement which accompanied your letter of February 22, please refer to the following:

Page 2, Paragraph 3 -- Can we assume that the signals at the off ramp of I-205 was included in this arrangement or are they maintained by the State.

Page 3, Paragraph 3 -- In our architect's field inspection of existing conditions concerning the utilities along Corporation's property fronting on 82nd Avenue, it was noted that there is a sanitary sewer at the bottom of the drainage ditch paralleling 82nd Avenue. In their further investigation, they advise that no permit was found for this line by either the County or the State. It would appear imperative that the Developer be advised on the ownership of this sewer and of the controls. In our recent meetings, there was never a mention of the sanitary sewer in this location.

Page 4, Paragraph 3 -- It is our understanding that the Clackamas County authorities shall assume all responsibility for maintenance and operation of the signal equipment on Sunnyside Road at the intersection with 86th and 90th Avenues; and if so, can we assume that the County would pay electrical charges for signal operation.

We are sorry that the comments could not be transmitted to you before your requested March 2 date.

Yours truly,

ERNEST W. HAHN, INC.

William A. Lyle, Project Manager
Development Division

cc: C. Buttke
G. Johnson
J. Michaelsen
W. Kurth

8918

STATE OF OREGON

INTEROFFICE MEMO

TO: MAURY PAYNE
District Engineer

FROM: JAMES D. McCLURE
Project Development Engineer

DATE: January 31, 1977

SUBJECT: Clackamas Town Center

I have reviewed Mr. Kurth's January 5 letter on the town center. As I see it, we are looking at approximately a $600,000 contract including installation of the two county signals on Sunnyside Road. The 3% or $20,000 for P.E. appears adequate assuming $3,000 for final design, $5,000 for traffic and $12,000 for field location.

A two party agreement, as suggested by Mr. Holmes, with reference to the county's responsibilities, would enable us to proceed faster with our share of the work.

In reading Hahn's response to Mr. Kurth's letter, I feel the two questions concerning the cost of the State's work be addressed at the February 9 meeting. Possibly, the $110,000 for the Harmony/Sunnyside Road signalization may be a little high, however, compatible equipment which will be intertied may result in new equipment and these costs may be reasonable. The developer will have the opportunity to review the final preliminary engineering design prior to contracting, which normally will not include the 20% figure.

I will plan to attend your revised date of February 9 meeting with the developer and Clackamas County representatives.

ldo
Attachments
cc: J. H. Versteeg
L. E. George
[redacted]
W. J. Hart

RECEIVED
FEB 2 1977
LOCATION SECTION

81-125-1307

8918.

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MILWAUKIE

January 25, 1977

FILE: MAI 12

FROM: M. D. PAYNE
District Engineer

SUBJECT: Clackamas Town Center

TO: J. D. McCLURE
Proj. Development Engineer

Attached is a copy of Clackamas County letter to Ernest Hahn, Inc. dated January 5, 1977. This roughs out the work to be done on State Highways and County Roads.

Subsequent to this letter, I have discussed this with Mainor Holmes. He suggests an agreement between the Highway Division and the developer to cover the States part. The County could have their own agreement with the developer. Mainor will develop a rough draft agreement by February 1.

The developer has requested another meeting on February 8, 1977, to discuss the work to be done. This would be the appropriate time to review the proposed agreement.

With a copy of this letter, I am asking Mainor Holmes to attend the meeting scheduled for 1:30 PM, February 8, 1977 at Clackamas County Public Works Office.

Changed to Feb. 9th

MDP:ajn

Attachment

cc: Mainor Holmes (Local Government Programs Unit)
M. W. Stovall

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 27 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

DISTRICT 2B

Jan 10 1977

January 5, 1976 NOTED DE ☐ ADE ☐ DOM

DISTRIBUTION	DATE	INT.
Director		

William Lyle
Project Manager
Ernest Hahn Incorporated
2311 West El Segundo Blvd.
Hawthorne, California 90250

The Oregon State Highway Department and Clackamas County Public Works Department will proceed with implementing improvements on adjacent roads impacted by the Clackamas Town Center upon your agreement to provide financial participation and right-of-way as follows:

County Requirements:

Sunnyside Road

1. Approximately 70 feet of additional right-of-way from Town Center property adjacent to Sunnyside Road.

2. Material costs for improvement of Sunnyside Road.

Asphaltic Concrete	11,660	Tons	$140,000.
3/4" Minus Level Rock	3,250	Tons	16,250.
1 1/2" Minus Base Rock	14,400	Tons	72,000.
12" culvert	2,000	L.F.	4,500.
G-II Inlets	30	Each	9,000.
Curb	14,200	L.F.	31,950.
Sidewalk	21,000	Sq. Ft.	18,900.
Islands	30,000	Sq. Ft.	27,000.
Concrete Decorative Wall	500	Cu. Yds.	75,000.
Roadway Embankment	5,000	Cu. Yds.	10,000.
Phillips Creek Bridge			40,000.
Landscaping			15,000.
		Sunnyside Materials	$459,600.

Sunnyside Right-of-Way

30 feet of right-of-way from three owners between west line of Town Center property and 82nd Avenue $75,670.

Traffic Signals

Intersection of Sunnyside Road and 86th Avenue - 90th Avenue $110,000.

3. Monterey Street

Materials

Asphaltic Concrete	2,000 Tons	$24,000.
3/4" Minus Level Rock	550 Tons	2,750.
1 1/2" Minus Base Rock	2,650 Tons	13,250.
	Monterey Materials	$40,000.

Developer is to provide for curbing and storm drainage as part of site development along his property fronting on Monterey Street.

Oregon State Highway Requirements:

1. 82nd Avenue

Traffic Signals at Town Center access points.	$110,000.
Traffic Signals at Harmony and Sunnyside.	$110,000.
Revise 82nd Avenue Striping and Signing.	$20,000.
Modifications to 82nd Avenue at Harmony and Sunnyside.	$10,000.
20% Engineering and Contingencies	$60,000.
82nd Avenue Total	$300,000.

Developer to construct storm sewers, curbs, sidewalk/bike path and right turn lane as part of site development along his property line adjacent to 82nd Avenue.

2. I-205 Off-Ramps

Traffic signals at off-ramp intersections with Sunnyside Road.	$110,000.
Revise Striping and Signing	$13,000.
Widen interchange ramps and improve radius.	$34,000.

20% Engineering and Contingencies	$31,400.
I-205 Off-Ramp Total	$188,400.
Total Estimated Cost all Improvements	$1,173,670.

The Oregon State Highway Department further requires an immediate assignment of $20,000. to cover the expense of preliminary engineering expenses relating to signal and ramp designs.

You will note the Public Works Department's position that right-of-way must be acquired from three property owners between the west line of the Town Center property and 82nd Avenue. This is necessary to provide improvements to Sunnyside Road to handle the traffic impact of Town Center development.

I have discussed with County Counsel the form of surety that would be required by the County. Counsel advises that an account be established in an Oregon Bank in the amount of estimated improvement costs on the basis of withdrawals can only be made by permission from Clackamas County. It is suggested that you make arrangements with your bank and submit the intended form of account to Clackamas County for approval.

The costs involved in improvements is the best estimate available based on preliminary work. The Oregon State Highway Department and Clackamas County will require payment of the actual costs of the work outlined.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rm

cc: Gene E. Johnson
John Graham and Company
1110 3rd Avenue
Seattle, Washington 98101

Carl H. Buttke
Consulting Engineer
P. O. Box 636
Portland, Oregon 97207

ERNEST W. HAHN, INC.
2311 WEST EL SEGUNDO BOULEVARD, HAWTHORNE, CALIFORNIA 90250 • PHONE (213) 757-0141

January 20, 1977

DISTRICT 2B
RECEIVED
JAN 25 1977
NOTED DE ADE DOM
SD REGION 1

Mr. John C. McIntyre
Director of Public Works
Department of Public Works
County of Clackamas
902 Abernethy Road
Oregon City, Oregon 97045

Attention: Mr. Winston W. Kurth, County Engineer

Dear Mr. McIntyre:

RE: CLACKAMAS TOWN CENTER -- OFF SITE WORK -- FILE 7405

Probably the best way to respond to your letter of January 5, 1977 will be to comment on each item as you list them where there is a question.

(A) County Requirements

Sunnyside Road

(1) Right-of Way on Sunnyside adjacent to Developer's property.

By the cross section enclosed, prepared by our architect's engineer, this right-of-way can be reduced 10 feet (from 70 feet to 60 feet).

We request that you give this further study and advise us of your thoughts.

(2) Material costs for improvement of Sunnyside Road

Roadway Embankment - This item did not appear on previous cost summary. Would you please explain what this is?

Phillips Creek Bridge - Our engineers feel that the existing box culvert can be extended rather than building a complete new structure. What are your feelings about this?

Landscaping - Since we have indicated our desire to construct the wall in lieu of the sound berm, it is our feeling that there would be no off site landscaping. What do you have in mind?

DIST. TRANS. DE
L.A.D. - METRO
JAN 27 1977
FILE T/A

Power Pole Relocation - You did not address yourself to this item. How will this be handled in the Sunnyside improvement?

Right-of-Way at West End of Sunnyside - As we stated before, right-of-way land will be provided along the Developer's property according to Order No. 75-1702 issued by the Board of County Commissioners. We have no further obligation. It would appear to be the County's responsibility to acquire the right-of-way at the northeast corner of the intersection of Sunnyside with 82nd Avenue extending from Phillips Creek west.

This was made clear at our last meeting on December 28, 1976 and we now re-emphasize our position. The Developer will provide right-of-way only along his property.

(B) Oregon State Highway Requirements

(1) 82nd Avenue

Traffic Signals at Harmony and Sunnyside - The need to install two separate and independent signals is questionable. These signals must be so interrelated that single control equipment would seem mandatory.

(2) Engineering and Contingencies - The estimated charge of $81,400 for 82nd Avenue and I-205 off ramp improvements seems extremely high. We will require all particulars fully explained.

To speed up the process, we feel that another meeting with you and the Highway Department representative is mandatory. As soon as you can arrange it, please contact me and an actual time can be set.

Yours truly,

ERNEST W. HAHN, INC.

William A. Lyle
Project Manager
Development Division

WAL:csg

cc: E. Backlund
C. Buttke
R. Failmezger
G. Johnson

8418

FORM 61-734.3020

OREGON STATE HIGHWAY DIVISION

FILE: MAI

INTER-OFFICE CORRESPONDENCE

MILWAUKIE

January 4, 1977

FROM: M. D. PAYNE
District Engineer

SUBJECT: Clackamas Town Center
S.E. Sunnyside Road &
S.E. 82nd Avenue

TO: MEMO TO FILE

A meeting was held with representatives of Hahn, Inc.; Clackamas County and O.S.H.D. The following were in attendance:

Bill Lyle; Ernest W. Hahn, Inc.
Carl H. Buttke; Traffic Consulting Engineer
Jim Michaelson & Gene Johnson; John Graham & Co.
Winston Kurth, Bernie Straight, Rod Wichman;
Clackamas County
Ron Failmezger, Don Wackerbarth, Maury Payne;
Oregon State Highway Division

Winston Kurth had asked Hahn, Inc. to purchase the property needed to realign Sunnyside Road with Harmony Road. Mr. Lyle objected to the realignment as being unnecessary. Carl Buttke, Ron Failmezger and Bernie Straight discussed the pro's and con's of the realigned intersection as opposed to the present offset intersection. The consensus between Carl Buttke and Ron Failmezger is that the offset intersection will adequately provide for projected 1990 traffic with the proper provisions for left turn and right turn lanes as per Ron Failmezger's memo of November 17, 1976. I believe Clackamas County is willing to forego the realignment of Sunnyside Road with Harmony Road.

The widening of existing Sunnyside Road was discussed and the need for additional right-of-way from the N. E. corner of 82nd Avenue and Sunnyside Road. This corner is not owned by Hahn, Inc. The Clackamas County Commissioners have stated, in writing, that Hahn, Inc. will provide the needed right-of-way along their frontage. Since this right-of-way is not along their frontage, they do not feel obligated for the purchase. This is an issue remaining to be resolved.

Hahn, Inc. will request preliminary engineering services from the Highway Division to develop contract plans:

1. For all of the traffic signal work required in connection with the Town Center.

2. Revisions to the intersections on 82nd Avenue at Sunnyside and Harmony Road.

Cont.

3. Revisions to the Sunnyside Interchange.

4. Signing and striping revisions on 82nd Avenue and Sunnyside Interchange.

5. A plan will be developed showing the curb line location and lane lines on 82nd from Monterey Avenue to Harmony Road. Hahn, Inc. will do all of the curbing, storm sewers, paving, etc. required on their 82nd Avenue frontage in conjunction with their on site work.

The actual cost of the preliminary engineering and contract work is to be paid by Hahn, Inc. They are proposing an escrow account set up with Clackamas County to cover both the County and State costs.

The Town Center is planning to open in the Fall, 1979. I told the Hahn people it would take the Highway Division approximately 6 months to develop the contract plans after assurance of payment for the engineering work.

MDP:in

cc: M. W. Stovall
R. Fallmezger
J. D. McClure

4918

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 10, 1974

Gustavo M. Rivera
Planning Director
Clackamas County Planning Comm.
940 Warner Milne Road
Oregon City, Oregon 97045

Subject: Proposed Clackamas Town Center

Mr. Dominick Mancini advised at the Clackamas County Planning Commission hearing on the proposed town center, that information was to be heard only as it pertained to the amendment in the comprehensive plan, to provide for a change from planned medium density to commercial at the proposed location for the town center, bounded by 82nd Avenue on the west, I-205 on the east, Monterey Street on the north, and Sunnyside Road on the south.

I would, however, like to provide the data developed by the Oregon Department of Transportation, Highway Division, who reviewed the proposal.

The completion of the proposal will create serious traffic congestion and delays to motorists at the intersections of Sunnyside Road and the I-205 interchange ramps. The actual I-205 ramps have been modified to accomodate an increase projected in traffic, and will not cause backup onto the freeway. Traffic congestion can also be expected to be substantial at 82nd Avenue and Sunnyside/Harmony Roads.

New signal installations will be required at all access locations for the town center; two on 82nd Avenue, and two on Sunnyside Road. These signals are required only if the change to the comprehensive plan is completed and thetown center constructed. In addition, two signals at the Sunnyside Road and I-205 ramp intersections are likewise required, as a result of the traffic generated by the town center.

If a park and ride transit station is constructed in the plan, this facility will have to integrate into the transportation plan for the area.

Therefore, in approving the change of the comprehensive plan to provide for amendment from planned medium density, to planned commercial, a corresponding revision to the plan to accomodate the traffic generated by this amendment will be required on the part of the County.

Copy To
Potter
12-16-74

RECEIVED
DEC 11 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SC[illegible]

The County is informed that the OSHD cannot commit itself to any of the improvements required by the change to commercial designation on the comprehensive plan, but will work with the developer and the County to resolve the congestion which is projected.

The OSHD's concern is that in amending the comprehensive plan, such as to increase the traffic requirements, a corresponding revision to the transportation plan be made in conjunction with that land use change.

Robert N Bothman

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: G. M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. L. Hardt
Ted Spence

8718

Klaboe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PLA

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
December 3, 1974

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: PROPOSED CLACKAMAS TOWN CENTER

TO: MEMO TO THE FILE

On the evening of November 25th, 1974,. I attended a Clackamas County Planning Commission Public Hearing on the request for an amendment to the County's three month old Comprehensive Plan. The request for the amendment was from Ernest W. Hahn. Mr. Hahn is the developer that is proposing the Clackamas Town Center between I-205 and 82nd Street north of Sunnyside Road.

Approval to amend the County's Comprehensive Plan must be gained before developer can request a zone change from planned medium density to planned commercial, which would accomodate the proposed towncenter.

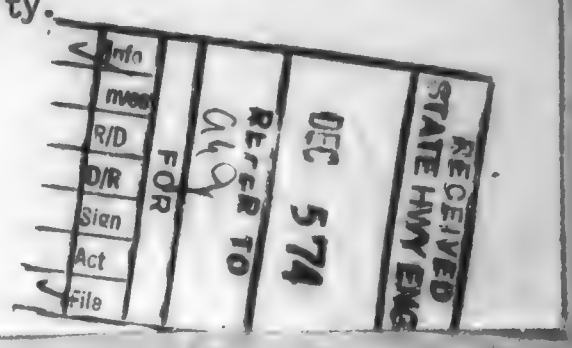
Mr. Dominick Mancini, Deputy Director of the Clackamas County Planning Commission, officiated at the meeting, and announced at the beginning that this hearing was just for the Comprehensive Plan amendment and not for the actual re-zoning or the application for the shopping center itself. Since there was quite a number of people and the indications were that there would be considerable response, Mr. Mancini requested that comments be addressed only to the amendment at this time. The Planning Commission would hear the comments on the actual shopping center itself at a later hearing, if the amendment issue passed.

Presently, less than half the area that Mr. Hahn wants for the Town Center is designated as planned commercial. The remainder is designated planned medium density. Mr. Hahn and his representatives spent about an hour and a half presenting their case as to why the presently commercial zoned area was not adequate and that the entire 114 acres was needed for their development. The City of Milwaukie, North Clackamas Chamber of Commerce, School District No. 12, and the local fire district all spoke in favor of the amendment.

Speaking against the amendment was the Sunnyside Neighborhood Group, Happy Valley Planning Commission, Tri-County New Politics, Oregon Environmental Council, S.O.S., Mecca League of Women's Voters, West Clackamas County League of Women Voters, Clackamas County Neighborhood Organization.

The time ran out and there were still several speakers yet to be heard. It was announced that meeting would be continued next Monday, December 2nd, at 7 PM at the Clackamas County Courthouse in Oregon City.

cc F. B. Klaboe
H. S. Coulter
R. L. Schroeder
E. S. Hunter
Ted Spence
Robert Royer
Ed Hardt



. 1979 Applegate River Bridge 8919
. FAS A323. South of Grants Pass
. (grading & paving)

C 9A 5978
1-13-77
6-9-77

8719

HIGHWAY DIVISION INVOICE

INVOICE NUMBER: 137530

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE: 8/25/83

YOUR ORDER NUMBER:

BILLING REQ. NUMBER: CA 1875

- Josephine County
- Board of Commissioners
- Courthouse
- Grants Pass, OR 97526

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
JOSEPCO		325	00			$2,222.66
	517-1003	296	00	000		2,222.66
	517-1003	297	00	000		2,222.66

DESCRIPTION	TOTAL PRICE
Final Billing: Applegate River Bridge-Fed. Project. No. RS-A323(1)	
County's Share of Costs per attached itemized statement	$67,822.66
Less: County's Advance Deposit	(65,600.00)
AMOUNT DUE	$ 2,222.66

FOLD

Final Billing
A/C 110.00

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____

AUG 30 1983

MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

8919

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER: 137530

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
8/17/23		☐ PARTIAL ☒ FINAL		CA 1875

BILL TO:

CODE: JOSEPCO

Josephine County
Board of Commissioners
Courthouse
Grants Pass OR 97526

CREDIT DISTRIBUTION

325.00 7,777.66
517-1003-296-00-000 7,777.66
517-1003-297-00-000 7,777.66

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final billing: Applegate River Bridge — Fed Proj. No. RS-A323(1)	
County's Share of Costs	
Per attached itemized statement	67,277.66
Less County's Advance Deposit	65,600.00
Balance Due from County	7,777.66

Time extension is for invoicing actual costs

110.00

Josepco Inv 2346

Advance Deposit Amount	$ 65,600.00	AMOUNT DUE	$ 7,777.66
Advance Deposit Previously Transferred to Highway Fund	$ 49,600.00	SUBMITTED BY	J. Hemley
Balance Rev. Acct 325.00	$ 16,000.00	APPROVED BY	Frank R Griffin
Transfer to Highway Fund	$ 16,000.00		
Refund Due	$ —0—		

				TOT	P1			253.33CR	173.64		268,732.84		
				TOT	N1						200.47		
				** JOB TOTALS **				253.33CR**	173.64	**	268,953.31	**	
APPLEGATE RV BR SECTION	CONT NO 8919		FA PROJ NOS RS		A323021 100							STATE	
	517	1003	201	00	P 1	Payment to Contractor				966,940.55		79	81
	517	1003	201	00	N 1					4,875.00		81	81
	517	1003	203	00	P 1	Liquidated 455.10CR		738.00		60,762.00CR		20	83
	517	1003	203	00	N 1	Damages 455.10		738.00CR		738.00CR		83	83
	517	1003	206	00	N 1	Interest to contractor				2.00		81	81
	517	1003	220	02	P 1	Clearing				258.00		82	82
	517	1003	270	01	P 1	Striping				283.53		81	81
	517	1003	286	03	P 1	Litigation expense				367.25		82	82
	517	1003	286	03	N 1					50.76		82	82
	517	1003	296	00	N 9	2,185.08		5.11		956,567.67CR		79	83
	517	1003	297	00	N 9					49,600.00		80	80
	517	1003	298	00	N 9	2,185.08CR		5.11CR		906,967.67		79	83
	517	1003	900	00	P 1	Engineering		34.56CR		118,315.86		79	83
	517	1003	900	00	N 1			31.24		1,498.56		79	83
	517	1003	900	03	P 1			200.21CR				80	83
	517	1003	900	10	N 1			31.24CR				81	83
	517	1003	920	00	P 1	Program Planning				112.52		79	82
	517	1003	921	00	P 1	Spec's				270.68		79	79
	517	1003	940	00	P 1	Salem Material testing				613.36		81	82

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1983 — PAGE 393

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	517	1003	944	00	P 1	Tech services branch		237.64	81	81
	517	1003	945	00	P 1	Constr branch serv	14.25	535.64	81	82
	517	1003	946	00	P 1		34.56		81	82
	517	1003	948	00	P 1	Com. Construction	316.35	923.96	82	83
	517	1003	950	00	P 1	Training .53CR	2,023.72CR		79	83
	517	1003	950	00	N 1		20.00CR		79	83
	517	1003	960	00	N 1	leave	910.14CR		80	83
	517	1003	985	00	P 1	FED		294.30	79	79
			TOT	P1		455.63CR	555.33CR	1,028,891.29		
			TOT	N1		455.10	1,668.14CR	5,688.31		
			** JOB TOTALS **			.53CR**	2,223.47CR**	1,034,579.60	**	

MERLIN-GALICE ROGUE RIVER DR	CONT NO		FA PROJ NOS HES		A333001 100				STATE	
	517	1011	270	01	P 1			841.61	82	82
	517	1011	296	00	N 9		1,009.07		82	82
	517	1011	298	00	N 9		1,009.07CR		82	82
	517	1011	900	00	P 1		3.85	272.36	82	83
			TOT	P1			3.85	1,113.97		
			** JOB TOTALS **			**	3.85 **	1,113.97 **		

STATE

			TOT	P1		253.33CR	173.64		268,752.84				
			TOT	N1					200.47				
			** JOB TOTALS **			253.33CR**	173.64	**	268,953.31	**			
APPLEGATE RV BR SECTION	CONT NO 8919	X FA PROJ NOS RS	A323001 100									STATE	
	517	1003	201	00	P 1	Payment to Contractor			966,940.55			79	81
	517	1003	201	00	N 1				4,875.00			81	81
	517	1003	203	00	P 1	Liquidated 455.10CR	738.00		60,762.00CR			20	23
	517	1003	203	00	N 1	Damages 455.10	738.00CR		738.00CR			83	83
	517	1003	206	00	N 1	Interest to contractor			2.00			81	81
	517	1003	220	02	P 1	Clearing			758.00			82	82
	517	1003	270	01	P 1	Striping			283.53			81	81
	517	1003	286	03	P 1	Litigation expense			367.25			82	82
	517	1003	286	03	N 1				50.75			82	82
	517	1003	296	00	N 9	2,185.08	5.11		956,567.67CR			79	83
	517	1003	297	00	N 9				49,600.00			80	80
	517	1003	298	00	N 9	2,185.08CR	5.11CR		906,962.67			79	83
	517	1003	900	00	P 1	Engineering	34.56CR		118,315.86			79	83
	517	1003	900	00	N 1		31.24		1,498.56			79	83
	517	1003	900	03	P 1		200.21CR					80	83
	517	1003	900	10	N 1		31.24CR					81	83
	517	1003	920	00	P 1	Program Planning			112.52			79	82
	517	1003	921	00	P 1	Spec's			270.68			79	79
	517	1003	940	00	P 1	Salem Material testing			613.36			81	82

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	517	1003	944	00	P 1	Tech services branch		237.64	81	81
	517	1003	945	00	P 1	Contr. branch serv.	14.25	535.64	81	82
	517	1003	946	00	P 1		34.56		81	83
	517	1003	948	00	P 1	Gen. Const. Eng.	916.35	923.96	82	83
	517	1003	950	00	P 1	Training .53CR	2,023.72CR		79	83
	517	1003	950	00	N 1		20.00CR		79	83
	517	1003	960	00	N 1	leave	910.14CR		80	83
	517	1003	985	00	P 1	EEO		294.30	79	79
			TOT	P1		455.63CR	555.33CR	1,028,891.29		
			TOT	N1		456.10	1,668.14CR	5,688.31		
			** JOB TOTALS **			.53CR**	2,223.47CR**	1,034,579.60 **		

MERLIN-GRICE RD&MONUM DR	CONT NO		FA PROJ NOS HES			A333001 100						STATE	
	517	1011	270	01	P 1				841.61			82	82
	517	1011	296	00	N 9		1,009.02					82	82
	517	1011	298	00	N 9		1,009.07CR					82	83
	517	1011	900	00	P 1		3.85		272.36				
			TOT	P1			3.85		1,113.97				
			** JOB TOTALS **			**	3.85	**	1,113.97	**			

STATE

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Local Program Unit for Region 3 OFFICE

DATE OF REQUEST: 9 June 1983

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.): Ryan Transfer

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF ORIGINAL TRANSACTION:

VENDOR'S NAME:

REFERENCE	CHARGE							CREDIT							CREW NO.
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		
	4833	100				2043	72	517-1003	950				2043	72	
	4833	100				910	14	517-1003	240				910	14	

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW	DATE OF REQUEST	NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)
Local Program Unit for Region 3 OFFICE	9 June 1983	Payroll Transfer
SEND ORIGINAL TO ACCOUNTING SECTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							CREW NO.
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		
	4833	100				2043	72	517-1003	950				2043	72	
	4833	100				910	14	517-1003	960				910	14	

8919

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 2, 1983

COUNTY: Josephine AGREEMENT NO: 5978 PROJECT NO: RS-A323(1)

CONTRACT NO: 8919 SECTION: Applegate River Bridge

Construction

Bridge:

Payment to Contractor	(Fed. Part.)	$ 801,969.84
Engineering		121,009.66
SFO #3-Process Claim		367.25
E.E.O.		294.30
Liquidated Damages (Engineering)		- 60,762.00
		$ 862,879.05

Roadway:

Payment to Contractor	(Fed. Part.)	$ 164,970.71
SFO #1 - Pavement Striping		283.53
SFO #2 - Seeding and Mulching		758.00
		$ 166,012.24

Total Federal Participation	$ 1,028,891.29	
Right-of-Way	(Non Part.)	$ 1,172.54
Contract Payment Summary		4,875.00
Interest on Final Payment		2.00
SFO #3 Process Claim		50.75
Construction Engineering		1,498.56
Liquidated Damages		- 738.00
		$ 6,860.85

Total Construction Cost (including R/W)	$1,035,752.14
Federal Participation	$1,028,891.29
Federal Funds Collected	$ 906,967.67

County Share of Costs

1/2($1,028,891.29-$906,967.67)+$6,860.85 = $67,822.66

Ref.: cc 83-14

8919 6-14-83 (ORIGINAL) 517-1910 517-2513 517-1003

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 3/17/77
TO 9/8/82

☐ OTHER PROGRESS

☒ Post Final FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RS-A323(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
PE $ 58,680.83	$ 58,473.34	85.80%	$ 50,170.13	$ 50,170.13	$ 0.00
State Costs 1,035,752.14	1,028,891.29	88.15%	906,967.67	906,967.67	0.00
$1,094,432.97	$1,087,364.63	--	$957,137.80	$957,137.80	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	6/14/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

PROGRAM SECTION
TRAVELER _____ PROJECT UNIT _____
JUL 2 8 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-28)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Applegate River Bridge Section **County Road in Josephine County**					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 58,473.34	State Costs
	Construction					
	Type Code 6201					
	Roadway (Sta. 105+75 To Sta. 107+53)(Sta. 110+49 To Sta. 113+50)					
	Formal Contract Payment Summary	Lump Sum			$ 164,970.71	
SF0#1	Install permanent pavement stripping(State)	All Required			283.53	
SF0#2	Seed, mulch and fertilize cut slope (Ercsion Control Inc.)	All Required			758.00	
					$ 166,012.24	
	Type Code X081					
	Structure, Bridge No. B32A(Sta. 107+53 To Sta. 110+49)					
	Formal Contract Payment Summary	Lump Sum			801,969.84	
	Total Participating Construction				$ 967,982.08	
	Construction Engineering					
	State	All Required			121,009.66	
	Liquidated Damages	Lump Sum			(60,762.00)	
	Total Participating Construction Engineering				$ 60,247.66	
	Litigation Expense					
SF0#3	Process claim submitted by contractor(State)	All Required			367.25	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			294.30	
	Total Participating Project Cost				$1,087,364.63	
	Nonparticipating Project Cost					
	~~State (P.E.)~~	All Required			~~207.49~~	
	Right of Way	All Required			1,172.54	
	Formal Contract Payment Summary	Lump Sum			4,875.00	
	Interest on Final Payments	All Required			2.00	
SF0#3	Process claim submitted by contractor(State)	All Required			50.75	
	Construction Engineering (State)	All Required			1,498.56	
	Liquidated Damages	Lump Sum			(738.00)	
	Total Nonparticipating Project Cost				$ 7,068.84	
	Total Project Cost				$1,094,432.97	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/23/83.					

AMOUNT CARRIED FORWARD .....

	516	1979	298	00	N	9			100.00
	516	1979	905	00	P	1			90.19
	516	1979	920	00	P	1			43.47
			TOT	PI					133.66
			** JOB TOTALS **				**	**	133.66 **

CONT NO FA PROJ NOS STATE

	517	1907	296	00					285.57CR
	517	1907	297	00					285.57
			TOT	00					
			** JOB TOTALS **				**	**	**

APPLEGATE RV BR FISH HATCH RD CONT NO * FA PROJ NOS RS R323001 100 STATE

	517	1910	296	00	N	9		786.22	50,170.13CR
	517	1910	298	00	N	9		786.22CR	50,170.13
	517	1910	901	00	P	1	Resident Eng.		14,281.43
	517	1910	901	00	N	1			181.61
	517	1910	905	00	P	1	Final design	14.96CR	7,212.49
	517	1910	906	00	P	1	Bridge Design	647.58CR	23,156.60

DESCRIPTION	PREFIX	FUNCTION	SUB	F	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	517	1910	909	00	P	1 R/W Description		884.71
	517	1910	910	00	P	1 Region Geology		1,514.98
	517	1910	913	00	P	1 R/W Taison		8.23
	517	1910	914	00	P	1 Utility		42.22
	517	1910	918	00	P	1 Location		1,622.86
	517	1910	920	00	P	1 Project Mgt.		64.76
	517	1910	921	00	P	1 Specs	249.05CR	1,068.12
	517	1910	922	00	P	1 Admin. Services		71.50
	517	1910	923	00	P	1 Environmental		23.18
	517	1910	926	00	P	1 Structural Foundations	4.76CR	2,702.60
	517	1910	926	00	N	1		25.88
	517	1910	950	00	P	1 Training		699.75
			TOT	PI			916.35CR	58,473.34
			TOT	NI				207.49
			** JOB TOTALS **				916.35CR**	58,680.83 **

COVE CR(WINONA RD)BRIDGE CONT NO * FA PROJ NOS BRS A335001 100 STATE

	517	1931	296	00	N	9		9,560.00CR	22,680.00CR
	517	1931	298	00	N	9		9,560.00	22,680.00
	517	1931	901	00	P	1		2,457.62	9,686.20
	517	1931	901	00	N	1			33.27
	517	1931	905	00	P	1		3,477.64	7,382.61
	517	1931	906	00	P	1		201.66	201.66
	517	1931	909	00	P	1		212.21	2,417.80

											133.66
				TOT	P1						
** JOB TOTALS **								**		**	133.66 **

CONT NO		FA PROJ NOS								STATE
517	1907	296	00						285.57CR	
517	1907	297	00						285.57	
		TOT	00							
** JOB TOTALS **								**	**	**

APPLEGATE RV BR FISH HATCH RD	CONT NO		* FA PROJ NOS		RS	A323001 100				STATE
	517	1910	296	00 N	9		786.22		50,170.13CR	
	517	1910	298	00 N	9		786.22CR		50,170.13	
	517	1910	901	00 P	1	Resident Eng			14,281.43	
	517	1910	901	00 N	1				181.61	
	517	1910	905	00 P	1	Final design	14.96CR		7,212.49	
	517	1910	906	00 P	1	Bridge Design	647.58CR		23,156.60	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1983 — PAGE 958

DESCRIPTION		PREFIX	FUNCTION	SUB	F	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	517	1910	909	00	P	1	RIW Description		884.71
	517	1910	910	00	P	1	Region Geology		1,514.98
	517	1910	913	00	P	1	RIW liaison		8.23
	517	1910	914	00	P	1	Utility		62.27
	517	1910	918	00	P	1	Location		1,622.86
	517	1910	920	00	P	1	Project Mngt.		64.76
	517	1910	921	00	P	1	Specs	249.05CR	1,068.12
	517	1910	922	00	P	1	Admin. Services		71.50
	517	1910	923	00	P	1	Environmental		23.18
	517	1910	926	00	P	1	Structural Foundations	4.76CR	2,703.50
	517	1910	926	00	N	1			25.88
	517	1910	950	00	P	1	Training		699.75
			TOT		P	1		916.35CR	58,423.34
			TOT		N	1			207.49
** JOB TOTALS **								** 916.35CR**	58,680.83 **

COVE CR(WINONA RD)BRIDGE	CONT NO		* FA PROJ NOS		BRS	A335001 100				STATE
	517	1931	296	00 N	9		9,560.00CR		22,680.00CR	
	517	1931	298	00 N	9		9,560.00		22,680.00	
	517	1931	901	00 P	1		2,457.62		9,686.20	
	517	1931	901	00 N	1				33.27	
	517	1931	905	00 P	1		3,477.64		7,382.61	
	517	1931	906	00 P	1		201.66		201.66	
	517	1931	909	00 P	1		212.21		2,417.80	

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
508-1925 1# RS	-A301-001	42,169.29	49,602.33	49,165.55	85.77	42,169.29	42,169.29		
508-2505 1# RS	-A301-002	29,162.93	33,072.05	33,072.05	88.18	29,162.93	29,162.93		
508-1063 1# RS	-A301-003	290,715.26	329,989.82	329,683.90	88.18	290,715.26	290,715.26		
517-1003 1# RS	-A323-001	906,967.67	1034,579.60	1028,891.29	88.15	906,967.67	906,967.67		
517-1910 1# RS	-A323-001	50,170.13	58,680.83	58,473.34	85.80	50,170.13	50,170.13		
517-2513 1# RS	-A323-001		1,172.54		85.80				
	PROJ TOTALS	957,137.80	1094,432.97	1087,364.63		957,137.80	957,137.80		
517-1937 1 RS	-A338-001	12,432.00	3,956.29	3,949.29	88.18	3,482.48	3,370.16		112.32
515-1908 1 RS	-A363-001	20,714.00	92.78	92.78	88.15	81.79			81.79
515-1967 1# RS	-A368-001	35,547.71	40,407.69	40,312.67	88.18	35,547.71	35,547.71		
315-2524 1# RS	-A368-002	31,964.96	36,249.67	36,249.67	88.18	31,964.96	31,964.96		
515-1025 1 RS	-A368-003	371,450.00	421,460.61	416,300.42	88.18	367,093.71	366,795.97		297.74
515-1025 8 RS	-A368-003	54,000.00	57,380.86	57,358.46	88.18	50,578.69	50,541.88		36.81
	PROJ TOTALS	425,450.00	478,841.47	473,658.88		417,672.40	417,337.85		334.55
510-1025 1 RS	-A390-001				88.15				
510-1917 1 RS	-A390-001	4,230.00	2,453.53	2,453.53	88.15	2,162.79	1,522.40		640.39
	PROJ TOTALS	4,230.00	2,453.53	2,453.53		2,162.79	1,522.40		640.39
510-1918 1 RS	-A409-004	3,966.00	2,022.16	2,022.16	88.15	1,782.53	405.17		1,377.36
510-1919 1 RS	-A409-004	3,966.00	2,100.70	2,100.70	88.15	1,851.77	646.83		1,204.94
510-1920 1 RS	-A409-004	3,967.00	1,218.06	1,218.06	88.15	1,073.72	529.21		544.51
510-1923 1 RS	-A409-004	3,967.00	730.21	730.21	88.15	643.68	558.12		85.56
	PROJ TOTALS	15,866.00	6,071.13	6,071.13		5,351.70	2,139.33		3,212.37
510-1024 1 RS	-A409-005				88.15				
510-1022 1 RS	-A409-006		16.50	16.50	88.15	14.54		14.54 A	
506-1979 1 RS	-A426-001	14,544.00			88.15				
506-1069 1# RS	-A429-001	280,914.95	318,669.50	318,569.91	88.18	280,914.95	280,914.95		
506-1960 1# RS	-A429-001	2,196.15	2,490.53	2,490.53	88.18	2,196.15	2,196.15		
	PROJ TOTALS	283,111.10	321,160.03	321,060.44		283,111.10	283,111.10		
506-1977 1 RS	-A432-001	18,150.00	115.22	115.22	88.15	101.57	16.80		84.77
520-1029 1# RS	-A462-001	1022,873.68	1160,186.54	1159,983.76	88.18	1022,873.68	1022,873.68		

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
508-1925	1# RS	-A301-001	42,169.29	49,602.33	49,165.55	85.77	42,169.29	42,169.29		
508-2505	1# RS	-A301-002	29,162.93	33,072.05	33,072.05	88.18	29,162.93	29,162.93		
508-1063	1# RS	-A301-003	290,715.26	329,989.82	329,683.90	88.18	290,715.26	290,715.26		
517-1003	1# RS	-A323-001	906,967.67	1034,579.60	1028,891.29	88.15	906,967.67	906,967.67		
517-1910	1# RS	-A323-001	50,170.13	58,680.83	58,473.34	85.80	50,170.13	50,170.13		
517-2513	1# RS	-A323-001		1,172.54		85.80				
	PROJ	TOTALS	957,137.80	1094,432.97	1087,364.63		957,137.80	957,137.80		
517-1937	1 RS	-A338-001	12,432.00	3,956.29	3,949.29	88.18	3,482.48	3,370.16		112.32
515-1908	1 RS	-A363-001	20,714.00	92.78	92.78	88.15	81.79			81.79
515-1967	1# RS	-A368-001	35,547.71	40,407.69	40,312.67	88.18	35,547.71	35,547.71		
315-2524	1# RS	-A368-002	31,964.96	36,249.67	36,249.67	88.18	31,964.96	31,964.96		
515-1025	1 RS	-A368-003	371,450.00	421,460.61	416,300.42	88.18	367,093.71	366,795.97		297.74
515-1025	8 RS	-A368-003	54,000.00	57,380.86	57,358.46	88.18	50,578.69	50,541.88		36.81
	PROJ	TOTALS	425,450.00	478,841.47	473,658.88		417,672.40	417,337.85		334.55
510-1025	1 RS	-A390-001				88.15				
510-1917	1 RS	-A390-001	4,230.00	2,453.53	2,453.53	88.15	2,162.79	1,522.40		640.39
	PROJ	TOTALS	4,230.00	2,453.53	2,453.53		2,162.79	1,522.40		640.39
510-1918	1 RS	-A409-004	3,966.00	2,022.16	2,022.16	88.15	1,782.53	405.17		1,377.36
510-1919	1 RS	-A409-004	3,966.00	2,100.70	2,100.70	88.15	1,851.77	646.83		1,204.94
510-1920	1 RS	-A409-004	3,967.00	1,218.06	1,218.06	88.15	1,073.72	529.21		544.51
510-1923	1 RS	-A409-004	3,967.00	730.21	730.21	88.15	643.68	558.12		85.56
	PROJ	TOTALS	15,866.00	6,071.13	6,071.13		5,351.70	2,139.33		3,212.37
510-1024	1 RS	-A409-005				88.15				
510-1022	1 RS	-A409-006		16.50	16.50	88.15	14.54		14.54 A	
506-1979	1 RS	-A426-001	14,544.00			88.15				
506-1069	1# RS	-A429-001	280,914.95	318,669.50	318,569.91	88.18	280,914.95	280,914.95		
506-1960	1# RS	-A429-001	2,196.15	2,490.53	2,490.53	88.18	2,196.15	2,196.15		
	PROJ	TOTALS	283,111.10	321,160.03	321,060.44		283,111.10	283,111.10		
506-1977	1 RS	-A432-001	18,150.00	115.22	115.22	88.15	101.57	16.80		84.77
520-1029	1# RS	-A462-001	1022,873.68	1160,186.54	1159,983.76	88.18	1022,873.68	1022,873.68		

	514	2509	409	00	P	1			62.04
	514	2509	411	00	P	1			52.56
	514	2509	412	00	P	1			148.60
	514	2509	412	00	N	1			265.40
	514	2509	414	00	P	1			1,954.85
	514	2509	419	00	P	1			10.00CR
	514	2509	920	00	P	1			57.42
	514	2509	930	00	P	1			417.00
			TOT		P	1			8,777.43
			TOT		N	1			265.40
			** JOB TOTALS **					**	9,042.83 **

APPLEGATE RIV BR REPLACEMENT CONT NO * FA PROJ NOS RS A323001.100 STATE

	517	2513	296	00	N	9		440.00	
	517	2513	298	00	N	9		440.00CR	
	517	2513	407	00	P	1		1,038.37CR	
	517	2513	407	00	N	1	Appraisals	1,038.37	1,038.37
	517	2513	414	00	P	1	Negotiations	3.11CR	
	517	2513	414	00	N	1		3.11	3.11

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	517	2513	920	00	P	1		30.52CR	
	517	2513	920	00	N	1	Sales of land and timber	30.52	30.52
	517	2513	930	00	P	1	Engineering maps etc.	100.54CR	
	517	2513	930	00	N	1		100.54	100.54
			TOT		P	1		1,172.54CR	
			TOT		N	1		1,172.54	1,172.54
			** JOB TOTALS **				**	**	1,172.54 **

COVE CR(WINONA RD)BR SECT CONT NO FA PROJ NOS BRS A335002.100 STATE

	517	2517	296	00	N	9		1,647.60CR	1,647.60CR
	517	2517	298	00	N	9		1,647.60	1,647.60
	517	2517	407	00	P	1	6.00	660.16	1,677.27
	517	2517	414	00	P	1	.04CR	30.70	30.70
	517	2517	430	00	P	1	.09CR	62.83	211.06
	517	2517	920	00	P	1	.02CR	17.31	17.31
	517	2517	930	00	P	1	.09CR	232.96	232.96
			TOT		P	1	5.76	898.96	2,065.26
			** JOB TOTALS **				5.76 **	898.96 **	2,065.26 **

THOMAS CK. DEVANEY BR SECT CONT NO * FA PROJ NOS RS A496002.100 STATE

	522	2511	296	00	N	9			6,959.47CR
	522	2511	297	00	N	9			851.39
	522	2511	298	00	N	9			6,108.08

	514	2509	930	00	P	1				
			TOT		P1				8,777.43	
			TOT		N1				265.40	
			** JOB TOTALS **					**	9,042.83	**

APPLEGATE RIV BR REPLACEMENT CONT NO * FA PROJ NOS RS A323001 100 STATE

	517	2513	295	00	N	9			
	517	2513	298	00	N	9		440.00	
	517	2513	407	00	P	1		440.00CR	
	517	2513	407	00	N	1	Appraisals	1,038.37CR	
	517	2513	414	00	P	1	Negotiations	1,038.37	1,038.37
	517	2513	414	00	N	1		3.11CR	
								3.11	3.11

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1983 PAGE 1173

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	517	2513	920	00	P	1		70.62CR	
	517	2513	920	00	N	1	Sales of land and timber	30.52	30.52
	517	2513	930	00	P	1	Engineering maps etc.	100.54CR	
	517	2513	930	00	N	1		100.54	100.54
			TOT		P1			1,172.54CR	
			TOT		N1			1,172.54	1,172.54
			** JOB TOTALS **					**	1,172.54 **

COVE CR(WINONA RD)BR SECT CONT NO * FA PROJ NOS BRS A335002 100 STATE

	517	2517	296	00	N	9		1,647.60CR	1,647.60CR
	517	2517	298	00	N	9		1,647.60	1,647.60
	517	2517	407	00	P	1	6.00	660.16	1,623.27
	517	2517	414	00	P	1	.04CR	30.70	30.70
	517	2517	430	00	P	1	.09CR	67.83	211.06
	517	2517	920	00	P	1	.02CR	17.31	17.31
	517	2517	930	00	P	1	.09CR	232.96	232.96
			TOT		P1		5.76	898.96	2,065.26
			** JOB TOTALS **				5.76 **	898.96 **	2,065.26 **

THOMAS CK, DEVANEY BR SECT CONT NO * FA PROJ NOS RS A496002 100 STATE

	522	2511	296	00	N	9			6,959.47CR
	522	2511	297	00	N	9			851.39
	522	2511	298	00	N	9			6,108.08
	522	2511	101	00	P	1			7,100.00

8919

STATE OF OREGON

INTER-OFFICE MEMO

INT 5

TO: REGION ENGINEERS

DATE: ~~July 23, 1981~~ 3-31-83

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Job Charges on
Local Government Projects

Local Governments are becoming increasingly more critical of questionable items being charged against their federal-aid projects. They are specifically questioning engineering and construction charges which they feel are being inappropriately assigned to their project costs.

Please instruct all personnel having responsibility to make charges to local government projects, to use extreme care to assure that all charges are proper and justifiable. It shall not be our policy to pass on the costs of training seminars, office expenses, and administration to local projects when those costs have no direct connection to a specific project.

Although the local governments agree to pay 100% of the cost of any items in which the FHWA will not participate, we should not assume they have a bountiful reserve of 100% money. Even their normal matching funds are in short supply. In order to maintain our credibility and continued cooperation with local governments, we must assure them that all charges to the costs of their projects are correct and justifiable at all times.

RHP:pf

cc: Branch Heads
Section Heads

31 March 1983

Applegate River Bridge - FHS-A 323
Josephine County

To Jack Ayres -

There are

Training Course in the Amount of $2043.72
and Leave time in the amount of $910.14
charged to this project.

Would you please have those charges transferred to another prefix

RR

Jan Peterson

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment

Date: March 15, 1983

From: Division Administrator

Reply to Attn. of: HAM-OR/120.3

To: Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division

The following vouchers have been approved for payment in the amount submitted:

8795	331-098	M-BRM 4645(3)	$ 0.00	UPRR and O'Keefe (Sandy)
8918	[illegible]	[illegible]	0.00	Appeal to Rose Bridge Section.

for Dale E. Wilken

NOTED
V.E. SKOOG

NOTED
F. R. GRIFFIN

RECEIVED
STATE HWY ENGR
MAR 16 '83
REFER TO
FOR

RECEIVED
MAR 17 1983

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Applegate River Bridge Section **County Road in Josephine County**					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 58,473.34	State Costs
	Construction					
	Type Code 6401					
	Roadway (Sta. 105+75 To Sta. 107+53)(Sta. 110+49 To Sta. 113+50)					
	Formal Contract Payment Summary		Lump Sum		164,970.71	
SFO #1	Install permanent pavement stripping	(State)	All Required		283.53	
SFO #2	Seed, mulch and fertilize cut slope (Erosion Control Inc.)		All Required		758.00	
					$ 166,012.24	
	Type Code X081					
	Structure, Bridge No. 832A (Sta. 107+53 To Sta. 110+49)					
	Formal Contract Payment Summary		Lump Sum		801,969.84	
	Total Participating Construction				$ 967,982.08	
	Construction Engineering					
	State		All Required		123,033.38	
	Liquidated Damages		Lump Sum		(60,306.90)	
	Total Participating Construction Engineering				$ 62,726.48	
	Litigation Expense					
SFO #3	Process claim submitted by contractor	(State)	All Required		367.25	
	Misc. Project Cost					
	EEO Monitoring Expense		All Required		294.30	
	Total Participating Project Cost				$1,089,843.45	
	Nonparticipating Project Cost					
	State (P.E.)		All Required		207.49	State Costs
	Right of Way		All Required		1,172.64	R/W
	Formal Contract Payment Summary		Lump Sum		4,875.00	
	Interest on Final Payments		All Required		2.00	
SFO #3	Process claim submitted by contractor	(State)	All Required		50.75	
	Construction Engineering (State)		All Required		2,428.70	
	Liquidated Damages		Lump Sum		(1,192.10)	
	Total Nonparticipating Project Cost				$ 7,543.38	
	Total Project Cost				$1,097,386.83	
					-58,473.34	
					1,038,706.00	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/17/83.					

AMOUNT CARRIED FORWARD .....

(MEMORANDUM) 517-1910 517-2513

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO. 517-1003

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 3/1/77 — TO 2/28/78

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

RS-A323(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 88,[illegible]	$ 88,[illegible]	88.88%	$ 80,170.12	$ 80,170.12	$ 0.00
1,020,706.00	1,021,370.12	88.12%	909,152.78	909,152.78	0.00
$1,097,[illegible]	$1,[illegible]	-	$989,[illegible]	$989,[illegible]	$ 0.00

RECEIVED DIVISION OFFICE — BY [illegible] DATE [illegible]

DIVISION OFFICE REVIEW MADE — BY [illegible] DATE [illegible]

PASSED FOR PAYMENT — BY [illegible] DATE [illegible] Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	516	1979	298	00	N 9			100.00	
	516	1979	905	00	P 1			90.19	
	516	1979	920	00	P 1			43.47	
			TOT	P1				133.66	
			** JOB TOTALS **			**	**	133.66	**
CONT NO		FA PROJ NOS							STATE
	517	1907	296	00				285.57CR	
	517	1907	297	00				285.57	
			TOT	00					
			** JOB TOTALS **			**	**	**	
APPLEGATE RV BR FISH HATCH RD CONT NO		* FA PROJ NOS	RS	A323001	100				STATE
	517	1910	296	00	N 9	786.22	786.22	50,170.13CR	
	517	1910	298	00	N 9	786.22CR	786.22CR	50,170.13	
	517	1910	901	00	P 1			14,281.43	
	517	1910	901	00	N 1			181.61	
	517	1910	905	00	P 1	14.96CR	14.96CR	7,212.49	
	517	1910	906	00	P 1	647.58CR	647.58CR	23,156.60	
	517	1910	909	00	P 1			984.71	
	517	1910	910	00	P 1			1,514.98	
	517	1910	913	00	P 1			8.23	
	517	1910	914	00	P 1			62.23	
	517	1910	918	00	P 1			1,622.86	
	517	1910	920	00	P 1			64.76	
	517	1910	921	00	P 1	249.05CR	249.05CR	1,068.12	
	517	1910	922	00	P 1			71.50	
	517	1910	923	00	P 1			23.18	
	517	1910	926	00	P 1	4.76CR	4.76CR	7,702.50	
	517	1910	926	00	N 1			25.88	
	517	1910	950	00	P 1			699.75	
			TOT	P1		916.35CR	916.35CR	58,473.34	
			TOT	N1				207.49	
			** JOB TOTALS **			916.35CR**	916.35CR**	58,680.83	**
COVE CR(WINONA RD)BRIDGE CONT NO		FA PROJ NOS	BRS	A335001	100				STATE
	517	1931	296	00	N 9	1,563.55CR	7,886.98CR	21,006.98CR	
	517	1931	298	00	N 9	1,563.55	7,886.98	21,006.98	
	517	1931	901	00	P 1	1,208.05	1,574.63	8,803.21	
	517	1931	901	00	N 1			33.27	
	517	1931	905	00	P 1	319.45	2,613.89	6,518.86	
	517	1931	906	00	P 1		201.66	201.66	
	517	1931	909	00	P 1		145.83	2,351.42	
	517	1931	910	00	P 1			661.92	
	517	1931	911	00	P 1			161.03	
	517	1931	913	00	P 1		2.40	27.38	

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	514	2509	298	00	N 9			7,531.03	
	514	2509	401	00	P 1			2,960.00	
	514	2509	403	00	P 1			860.00	
	514	2509	407	00	P 1			2,054.96	
	514	2509	408	00	P 1			220.00	
	514	2509	409	00	P 1			62.04	
	514	2509	411	00	P 1			52.56	
	514	2509	412	00	P 1			148.60	
	514	2509	412	00	N 1			265.40	
	514	2509	414	00	P 1			1,954.85	
	514	2509	419	00	P 1			10.00CR	
	514	2509	920	00	P 1			57.42	
	514	2509	930	00	P 1			417.00	
			TOT		P1			8,777.43	
			TOT		N1			265.40	
			** JOB TOTALS **			**	**	9,042.83	**
APPLEGATE RIV BR REPLACEMENT	CONT NO	* FA PROJ NOS RS				A323001 100			STATE
	517	2513	296	00	N 9	440.00	440.00		
	517	2513	298	00	N 9	440.00CR	440.00CR		
	517	2513	407	00	P 1	1,038.37CR	1,038.37CR		
	517	2513	407	00	N 1	1,038.37	1,038.37	1,038.37	
	517	2513	414	00	P 1	3.11CR	3.11CR		
	517	2513	414	00	N 1	3.11	3.11	3.11	
	517	2513	920	00	P 1	30.52CR	30.52CR		
	517	2513	920	00	N 1	30.52	30.52	30.52	
	517	2513	930	00	P 1	100.54CR	100.54CR		
	517	2513	930	00	N 1	100.54	100.54	100.54	
			TOT		P1	1,172.54CR	1,172.54CR		
			TOT		N1	1,172.54	1,172.54	1,172.54	
			** JOB TOTALS **			**	**	1,172.54	**
COVE CR(WINONA RD)BR SECT	CONT NO	FA PROJ NOS BRS				A335002 100			STATE
	517	2517	296	00	N 9	48.27CR	1,123.50CR	1,123.50CR	
	517	2517	298	00	N 9	48.27	1,123.50	1,123.50	
	517	2517	407	00	P 1	531.51	531.51	1,554.58	
	517	2517	414	00	P 1	17.51	17.51	17.51	
	517	2517	430	00	P 1	67.92	67.92	211.15	
	517	2517	920	00	P 1		17.33	17.33	
	517	2517	930	00	P 1		220.74	220.74	
			TOT		P1	616.94	855.01	2,021.31	
			** JOB TOTALS **			616.94 **	855.01 **	2,021.31	**
THOMAS CK, DEVANEY BR SECT	CONT NO	* FA PROJ NOS RS				A496002 100			STATE
	522	2511	296	00	N 9			6,959.47CR	
	522	2511	297	00	N 9			851.39	

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
508-1925	1# RS	-A301-001	42,169.29	49,602.33	49,165.55	85.77	42,169.29	42,169.29		
508-2505	1# RS	-A301-002	29,162.93	33,072.05	33,072.05	88.18	29,162.93	29,162.93		
508-1063	1 RS	-A301-003	305,493.00	330,592.30	330,286.38	88.18	291,246.53	291,246.53		
517-1003	1# RS	-A323-001	909,152.75	1037,533.46	1031,370.11	88.15	909,152.75	909,152.75		
517-1910	1# RS	-A323-001	50,170.13	58,680.83	58,473.34	85.80	50,170.13	50,170.13		
517-2513	1# RS	-A323-001		1,172.54		85.80				
		PROJ TOTALS	959,322.88	1097,386.83	1089,843.45		959,322.88	959,322.88		
517-1937	1 RS	-A338-001	12,432.00	3,812.46	3,805.46	88.18	3,355.65	3,355.65		
515-1967	1# RS	-A368-001	35,547.71	40,407.69	40,312.67	88.18	35,547.71	35,547.71		
315-2524	1# RS	-A368-002	31,964.96	36,249.67	36,249.67	88.18	31,964.96	31,964.96		
515-1025	1 RS	-A368-003	371,450.00	420,576.62	415,416.41	88.18	366,314.19	366,314.19		
515-1025	8 RS	-A368-003	54,000.00	57,271.60	57,249.20	88.18	50,482.34	50,482.34		
		PROJ TOTALS	425,450.00	477,848.22	472,665.61		416,796.53	416,796.53		
510-1917	1 RS	-A390-001	4,230.00	121.61	121.61	88.15	107.20	102.59		4.61
510-1918	1 RS	-A409-004	3,966.00	5.88	5.88	88.15	5.18			5.18
510-1919	1 RS	-A409-004	3,966.00	5.88	5.88	88.15	5.18			5.18
510-1920	1 RS	-A409-004	3,967.00	5.88	5.88	88.15	5.18			5.18
510-1923	1 RS	-A409-004	3,967.00	5.88	5.88	88.15	5.18			5.18
		PROJ TOTALS	15,866.00	23.52	23.52		20.72			20.72
506-1069	1# RS	-A429-001	280,914.95	318,669.50	318,569.91	88.18	280,914.95	280,914.95		
506-1960	1# RS	-A429-001	2,196.15	2,490.53	2,490.53	88.18	2,196.15	2,196.15		
		PROJ TOTALS	283,111.10	321,160.03	321,060.44		283,111.10	283,111.10		
520-1029	1# RS	-A462-001	1022,740.37	1160,186.54	1159,832.58	88.18	1022,740.37	1022,740.37		
520-1022	1# RS	-A463-001	167,895.04	190,762.42	190,400.36	88.18	167,895.04	167,895.04		
520-1958	1 RS	-A465-002	68,248.00	70,715.75	70,715.75	88.15	62,335.93	34,319.50		28,016.43
522-1955	1# RS	-A483-001	105,568.05	123,271.68	123,039.69	85.80	105,568.05	105,568.05		
522-2514	1 RS	-A483-002	128,390.00	166,472.97	148,956.47	88.18	131,349.82	128,390.00	2,959.82 B	
522-1011	1 RS	-A483-003	980,000.00	897,028.18	896,754.35	81.83	733,814.08	733,100.52		713.56
522-1071	1# RS	-A487-001	296,631.48	403,244.53	345,724.33	85.80	296,631.48	296,631.48		

8919 2-1-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A323(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 70337

2A. COUNTY NAME: Josephine

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/11/82

8. FEDERAL ROUTE NUMBER: Secondary A323

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Applegate River Bridge

11. GENERAL DESCRIPTION OF WORK

Contractors Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER (Specify) See below

13. REMARKS

As requested in Mr. Keasey's letter of 1/21/82 this will confirm the date of 1/11/82 as date of Notice of Contractors Calim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $5,000 Federal Funds $4,405. Reimbursement will be in accordance with FHPM 1-4-2.4 paragraph 4.

(Ref. SFO #3)

RECEIVED
STATE HWY ENGR
FEB 5 '82
REFER TO
FOR
Info | Invest | Sign | Ret | File

14. DATE: 2/1/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8919

L

July 16, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CCM 3
#8919

Gentlemen:

On July 10, 1981, we wrote to you concerning release of final payment on Contract No. 8919 awarded to Platt-Kozowski Construction for work on the Applegate River Bridge on FAS A323 in Josephine County.

Final payment on this contract is $1,000 and the total contract amount is $910,315.53, including $497.13 for work performed under force account.

Sincerely,

Robert W. Cormack
CONSTRUCTION SERVICES

dm
cc: Platt-Kozowski Construction
P. O. Box 12747
Salem, OR 97309

bc: C. T. Keasey
Walt Hart
Alfred Shirley

#8717 7-13-81 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981

C. T. Keasey
Asst. State Highway Engineer

8919

FORM 01-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Applegate River Bridge		WEEK ENDING: 20 June 1981
		SECTION PREFIX: 517-1003
HIGHWAY: Fish Hatchery Road		COUNTY: Josephine
NAME OF JOB: Applegate River Bridge	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Platt-Kozowski Construction	CONTRACT NUMBER: 8919	FEDERAL AID PROJECT NUMBER: RS A323(1)
DATE OF CONTRACT: 3 May 1979	DATE WORK STARTED: 31 May 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 400	CALENDAR DAYS USED: 377.5 over
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $1,093,880.66		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $1,007,141.22	ENGINEERING AUTHORIZATION: $86,739.44	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $917,337.95	ENGINEERING COST TO DATE: $108,550.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.1
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 8.9 %	PERCENT OF AUTHORIZATION: 125.5%	DATE PROJECT WAS COMPLETED: 13 February 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	NAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Clear, Warm			
MONDAY 15	Clear, Warm			
TUESDAY 16	Cldy, Warm			
WEDNESDAY 17	Clear, Warm			
THURSDAY 18	O'cast Warm			
FRIDAY 19	Sc Clds, Warm			
SATURDAY 20				

RECEIVED
JUN 22 1981
CONSTRUCTION BRANCH

ASHE CAE FOE QCE SCE EEO OM CA LE TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No activity
MONDAY 15	No activity this week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Contract complete; letter has been received from Josephine County accepting the project.

NEXT WEEK: Anticipate final inspection by Region Engineer.

SIGNED Wm. H. Maude LOCATION Grants Pass

Wm. H. Maude, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

5216

8919

June 19, 1981

Robinette, Cleveland & Williams
Attorneys at Law
975 Oak, Suite 600
Eugene, OR 97401

COM 5
#8919

Attention: Richard W. Cleveland

Gentlemen:

This will acknowledge receipt of your June 10th letter on behalf of your client, Mail Crane Services, Inc. Your letter states that their claim for crane services and equipment rentals against Platt-Kozowski Construction Co. in the amount of $23,875 has been paid in full.

This is in regard to our Contract No. 8919 for work on the Applegate River Bridge Section of FAS A323 in Josephine County.

A copy of this letter will be sent to the surety and the prime contractor.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Suite 600, 700 N.E. Multnomah
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Platt-Kozowski Construction
P. O. Box 12747
Salem, OR 97309

NOTED ON CARD
6-19-81 RS

ROBINETTE, CLEVELAND & WILLIAMS
Attorneys at Law

RICHARD W. CLEVELAND
KAYE C. ROBINETTE
DAVID B. WILLIAMS
ROBERT A. GEBHARDT

975 OAK, SUITE 600
EUGENE, OREGON 97401
(503) 485-1616

June 10, 1981

Oregon State Highway Division
Room 121, Transportation Building
Salem, OR 97310

Attention: Robert Gormsen

Re: Claim of Hall Crane Service, Inc.; Applegate River Bridge Section, Oregon State Highway Division Contract No. 89-19

Dear Mr. Gormsen:

This letter is to advise you that our client, Hall Crane Service, Inc. has received payment in full, and satisfaction is hereby acknowledged of its claim for crane services and equipment rentals furnished by Hall Crane Services, Inc. in the sum of $23,875.00 against the bond taken from Platt-Kozowski Construction Co., Principal, and United Pacific Insurance Company, Surety, for the work on the Applegate River Bridge Section, Oregon State Highway Division Contract No. 89-19.

It is my understanding that you will be forwarding notification of Hall Crane Service, Inc.'s acknowledgment of payment in full and satisfaction of its claim to the Secretary of State; the surety, United Pacific Insurance Company; and to the contractor, Platt-Kozowski Construction Co.

Thank you for your cooperation in this matter.

Yours truly,

Richard W. Cleveland

Richard W. Cleveland

db
cc: Hall Crane Service, Inc.

RECEIVED
JUN 16 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8919

June 19, 1981

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

COM 3
#8919

Attention: R. D. Copeland, President

Gentlemen:

We received your letter dated June 15th in which you state that your claim in the amount of $29,876.08 against Platt-Kenworthi Construction has been settled in full. This was in regard to our Contract No. 8919 for work on the Applegate River Bridge Section of FAS A323 in Josephine County.

A copy of this letter will be sent to the surety advising that the claim has been paid in full, and to the prime contractor.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

jas

cc: United Pacific Insurance Company
760 S.E. Holgate, Suite 600
Portland, OR 97238

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Platt-Kenworthi Construction
P. O. Box 12747
Salem, OR 97309

NOTED ON CARD
6-19-81 JS

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND PAVING, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

June 15, 1981

Oregon State Highway Department
121 Transportation Building
Salem, Oregon 97310

Re: Platt-Kozowski
OSHD Contract #8919

Attention: Mr. R. W. Gormsen

Gentlemen:

As of this date our claim against Platt-Kozowski in the amount of $29,876.08, has been satisfied. P-K sent the balance of the payment last week and we received it via today's mail delivery.

Please advise the bonding company, United Pacific Reliance Insurance Co., of payment in full.

Thank you for your attention in this matter.

Sincerely,
COPELAND PAVING, INC.

R. D. Copeland, President

RDC/rb

cc Platt-Kozowski

RECEIVED
JUN 16 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8919

ENGINEERING DIVISION
LOCATION: 101 N.W. A STREET
MAILING ADDRESS: COURTHOUSE
TELEPHONE (503) 474-5470

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
TELEPHONE (503) 474-5460

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

June 15, 1981

State of Oregon
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: Josephine County Applegate River Bridge, Fish Hatchery Road, Contractor Platt-Kozowski, Contract No. 8919
Prefix 517-1003
F.A. Project No. FAS A 323(1)

Gentlemen:

Please be advised that Josephine County Engineering Division, Public Works Department, has inspected the subject bridge and found the project and site complete and satisfactory.

It is with a personal sense of pride that I can make this acknowledgement of project completion in realization having been associated with this accomplishment. Hopefully the many persons involved in seeing the work completed as engineers and inspectors with Oregon State Highway Division, contractors and their employees, will experience this same sense of pride and accomplishment.

The structure is attractive and harmonious with the surrounding area. Even though the project was not completed without traumatic experiences and delays these seem insignificant when experiencing the visual gratification and experiencing the ease and convenience of using this beautiful structure.

I am certain I can speak for most Josephine County citizens and certainly for Josephine County Public Works employees and county administrators of appreciation for this major capitol improvement in Josephine County.

Thank you.

Sincerely,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

cc: Region III Engineer, Roseburg
Grants Pass District Office
Board of County Commissioners

STATE HWY
JUN 18 '81
REFER TO
FOR
RECEIVED
JUN 18 '81
REFER TO
FOR

#8717

April 28, 1981

Ashlag General Contractors, Inc.
624 S.E. "L" Street
Grants Pass, OR 97526

CCM 3
#8918

Attention: Esther I. Brown
General Manager

Gentlemen:

Thank you for your letter of March 27 stating that you have received payment in full for your claim against Platt-Kenowski Construction on Contract No. 8919, Applegate River Bridge.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Platt-Kenowski Construction
P. O. Box 12747
Salem, OR 97309

noted on card

ATLAS GENERAL CONTRACTORS, INC.

624 S.E. 'L' STREET

P.O. BOX 409 PH. 479-2431

GRANTS PASS, OREGON 97526

March 27, 1981

Robert Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Platt and Kozcwski File# CON 5 #8919

Dear Mr. Gormsen:

Please consider this as notification that the above subject account has been paid infull and the check has cleared the bank.

Thank you for your cooperation and help in this matter.

Cordially,
ATLAS GENERAL CONTRACTORS, INC.

Esther I. Brown, General Manager

EIB/me

RECEIVED
APR 1 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#5572 #8917

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 3 1931
NORMA PAULUS
SECRETARY OF STATE

April 1, 1981

IN REPLY REFER TO
FILE NO.

Copeland Sand & Gravel, Inc.
P. O. Box 608
Grans Pass, OR 97526

CON 5
#8919

Attention: R. D. Copeland
President

FILED
APR 3 1931
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated March 19, 1981, in the amount of $223.28 for labor and material furnished on Contract No. 8919.

The claim states this is in connection with Platt-Kozowski Construction Contract No. 8919 for work on the Applegate River Bridge in Josephine County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the contractor and the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please notify this office when payment has been received.

Sincerely,

Robert W. Corneck
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Platt-Kozowski Construction
P. O. Box 12747
Salem, OR 97309

RECEIVED
APR 7 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Jack Sollis

ED U...
4-8-81 Lmc

OFFICE PHONE
476-4461

RESIDENCE PHONE
476-3256

COPELAND SAND & GRAVEL, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

March 19, 1981

Department of Transportation
121 Transportation Building
Salem, OR 97310

Attn: Mr. R. W. Gormsen

Ref: Platt-Kozowski Construction Contract #8919

Gentlemen:

Please consider this our notice of claim in the amount of $223.28 due and unpaid against Platt - Kozowski Construction, P.O. Box 12747, Salem, Oregon 97309, for labor and material furnished on grading, paving, and structure of Applegate Bridge, State Highway Contract No. 8919.

Sincerely,

Copeland Sand & Gravel, Inc.
P.O. Box 608
Grants Pass, OR 97526

R. D. Copeland
President

RECEIVED
MAR 23 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RDC/ms

#5571 #8919

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 3 1931
NORMA PAULUS
SECRETARY OF STATE

April 1, 1981

RECEIVED
APR 3 1931
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#8919

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

Attention: R. D. Copeland
President

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated March 19, 1981, in the amount of $29,876.08, for labor and material furnished on Contract No. 8919.

The claim states this is in connection with Platt-Kozowski Construction Contract No. 8919 for work on the Applegate River Bridge in Josephine County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the contractor and the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please notify this office when payment has been received.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Platt-Kozowski Construction
P. O. Box 12747
Salem, OR 97309

RECEIVED
APR 7 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CLAIM
4-8-81 - Ames

Jack Sollis

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3284

COPELAND PAVING, INC.

P. O. Box 608
693 South East J Street
GRANTS PASS, OREGON 97526

March 19, 1981

Department of Transportation
121 Transportation Building
Salem, OR 97310

Attn: Mr. R. W. Gormsen

Ref: Platt-Kozowski Construction Contract #8919

Gentlemen:

Please consider this our notice of claim in the amount of $29,876.08 due and unpaid against Platt - Kozowski Construction, P.O. Box 12747, Salem, Oregon 97309, for labor and material furnished on grading, paving, and structure of Applegate Bridge, State Highway Contract No. 8919.

Sincerely,

Copeland Paving, Inc.
P.O. Box 608
Grants Pass, OR 97526

R. D. Copeland
President

RDC/ms

RECEIVED
MAR 23 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8919

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Applegate River Bridge		WEEK ENDING: 28 March 1981
		SECTION PREFIX: 517-1003
HIGHWAY: Fish Hatchery Road		COUNTY: Josephine
NAME OF JOB: Applegate River Bridge	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Platt-Kozowski Construction	CONTRACT NUMBER: 8919	FEDERAL AID PROJECT NUMBER: RS A323(1)
DATE OF CONTRACT: 3 May 1979	DATE WORK STARTED: 31 May 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 230/400	WORK DAYS USED / CALENDAR DAYS USED: 377.5 over
PROJECT AUTHORIZATION: $1,093,880.66	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $1,007,141.22	ENGINEERING AUTHORIZATION: $86,739.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.7
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $917,337.95	ENGINEERING COST TO DATE: $108,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.6
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 8.9 %	PERCENT OF AUTHORIZATION: 124.9%	DATE PROJECT WAS COMPLETED: 13 February 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Scat Clds, Mld			
MONDAY 23	Shwrs, Mild			
TUESDAY 24	Shwrs, Mild			
WEDNESDAY 25	Shwrs, Mild			
THURSDAY 26	Shwrs, Mild			
FRIDAY 27	Shwrs, Mild			
SATURDAY 28				

RECEIVED
MAR 30 1981
CONSTRUCTION BRANCH

Kessey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Osbaver, Glen, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 22	No activity
MONDAY 23	No activity this week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Second notification has been submitted; semi-final has been sent in. Contractor still has slopes to shape and waste area to grade.

NEXT WEEK: No activity anticipated.

SIGNED Terry L. Nichols
Terry L. Nichols
Asst. Res. Engr.

LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

BP-F-10

8919

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 5, 1981

NOTED
H.S. COULTER

CON 5

Platt-Kozowski Construction
P. O. Box 12747
Salem, OR 97309

Gentlemen:

Re: Time Extension Request
Applegate River Bridge
Contract No. 8919
FAP No. RS-A323(1)

Your request for additional contract time to complete the above referenced project has been carefully reviewed. The conflict with utilities which caused you to stop work was considered beyond your control and met the requirements of Section 108.09 in the Standard Specifications. Additional time required for sheet pile splicing and inefficiency of working near the telephone cable was considered. The delays attributed to difficulty of excavation at Bent #3 do not meet the requirements of Section 108.09 of the Standard Specifications and were not considered.

A 32-1/2 day increase in the number of calendar days is granted. This will increase the allowable time for Phase A to 262-1/2 calendar days and Phase B to 432-1/2 calendar days. There remains a total of 377-1/2 days of liquidated damages under this contract.

If you have any questions on this decision, please contact the Resident Engineer or Region Engineer.

Very truly yours,

C. T. Keasey
Ass't. State Highway
Engineer

RECEIVED
STATE HWY ENGR
MAR 9'81
REFER TO
FOR
Info. | Inves. | R/D | D/R | Sign | Act. | File

KM:mk

bc: H. S. Coulter
Alfred Shirley, Jr.
Bill Maude
Bob Church
FHWA

Note: This will be FHWA non-participating.

Form 734-3123

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: January 6, 1981

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Time Extension Request
Applegate River Bridge
Fish Hatchery Road
Josephine County
Contract No. 8919

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

RECEIVED
JAN 8 1981
CONSTRUCTION BRANCH

Herewith copies of contractor's request for 107 additional work days on subject project along with resident engineer's analysis and recommendation. I feel the resident engineer's recommendation is complete and thorough and represents the maximum amount that can be allowed for the delays encountered.

I feel that this type of allowance is proper since time was a crucial factor in the completion of this project. Work in the river was limited by regulations and permit by the Fish and Wildlife Department as set out in the Special Provisions for the contract. Every day had to count in order to complete the foundation work and get the superstructure completed for the work day count for traffic to use the structure. The utility work did delay the critical path on completion of the structure. The contractor's decisions to proceed were made in good faith to complete the structure in the shortest possible time. Unfortunately, the organization and the work effort mobilized was inadequate to complete the project anywhere near the allotted time frame.

With the "no damage for delay" clause in the contract, I feel we must be reasonable and fair in granting any additional time that is justified.

My recommendation is for 32.5 days on both counts.

3-4-81
I concur with Region & Resident.

jjg/ew
Attach.

cc Keith Martin
Terry Nichols
Wally Owen, Josephine County

Contains Recycled Materials

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Oregon
2 January 1981

Keith L Martin

FROM: Keith L. Martin
Resident Engineer

SUBJECT: Applegate River Bridge
Fish Hatchery Road
Josephine County
Contract 8919

TO: Jim Gix
Region Construction Engineer

Forwarded for your consideration is the contractor's time extension request for the subject project. He also submitted a claim for additional compensation as an attachment to his time extension request. I have denied the claim in a separate letter.

The time extension request has been submitted as four separate items. I will discuss and analyze in the same order as the contractor's request.

ITEM 1:

The contractor's statement for this item is essentially correct. He started work May 30, 1979 with the intent to continue work with nc delays. He did work on June 15, 1979. His work was suspended, because of the utility conflict, until July 2, 1979 when work resumed. This is only a 16 day period, not the 17 days claimed by the contractor. However, my diary notes that both power and phone crews were working on July 2 and the work area was so congested the contractor could not offload his backhoe from the trailer.

Section 105.06 of the Standard Specifications which requires coordination of utility adjustment by the contractor was superseded by the Special Provisions. These Special Provisions state that arrangements for utility adjustments are the responsibility of the County and that the contractor is to contact the County for information regarding the arrangements.

The County does not have any record of contact by the contractor prior to bidding. I do not think the failure to make contact made any difference in the outcome of this delay. The delay was caused by a faulty relocation plan by the utility. When the utility revised their plan, the utility had to obtain an easement. By the time the easement was obtained, the utility crews were fully committed to relocating utilities for another construction project. All of these events occured after the bid letting and were not forseen. If the contractor had contacted the County, he would have been told there were no problems.

ROSEBURG REGION
RECEIVED
JAN 5 1981

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FAE	RRI	AA	

I think this item is covered by Section 108.09(b) of the Standard Specifications. This section states that failure of the State or its representative to act promptly in carrying out obligations and duties will be considered when justifying time extensions.

I would recommend 16 days additional time for the period June 16 through July 1, 1979 with ½ day additional for the restricted work area on July 2, 1979. 16 ½

ITEM 2:

The first paragraph of the contractor's request on item 2 does not really apply to item 2. This paragraph pertains to item 4.

The power lines were relocated the morning of July 2, 1979. The phone company was unable to remove the old line until all splices were completed to the new line. At some point the existing telephone cable was removed from the existing poles and attached to the existing structure as a temporary measure. I do not have any data in my files to indicate when the cable was hung on the existing structure. The contractor's date of 7/11/79 is reasonable and I see no reason to question this date.

The contractor's contention is that while he did not have to maintain an 8 ft. clear space from the power lines, he still had to work more carefully to not strike and damage the telephone cable passing overhead at Bent #3. During the 10 period from July 2 through July 11 he claims a 4 day or 40% loss in efficiency.

Of this 10 day period 1 day, July 4, was a holiday and two days, July 7 and 8, were weekends. The progress Reports show the following:

July 2-	1 supervisor and 2 men built rock pad at Bt 3 for crane
July 3-	I supervisor and 2 men clearing and grubbing
July 4-	Holiday
July 5-	I supervisor and 3 men clearing and grubbing and hauling stumps. Sorting sheet pile and preparing to assemble cofferdam ring.
July 6-	1 supervisor and 4 men hauling excess material to waste area, move 50 ton crane to Bt 3 and haul sheet piling to Bt 3
July 7-8	Weekend
July 9-	1 supervisor and 2 men adding section to crane boom and started cofferdam frame installation
July 10-	1 supervisor and 2 men installing cofferdam frame
July 11-	1 supervisor and 3 men complete cofferdam frame installation and start setting sheets.

The records from July 2 through July 4 do not indicate any work which would be affected by the overhead lines. The work recorded

for July 5 through 9 inclusive indicates a possibility of some conflict. I would definately say that a 40% reduction in efficiency was not warranted for this five day period. Some constraints were likely while setting the cofferdam rings on July 10 and 11. When I discussed this with the inspector, he did not remember any problems working around the telephone cable.

The basis for this item would be the same as item #1, failure to carry out obligations promptly.

I would not recommend any additional days for the period July 2 through July 4 inclusive. I would consider a 20% loss of efficiency for the remaining seven day period or 1½ days additional time to be very liberal.

ITEM 3:

The contractor is apparently basing his request on Section 108.09(a), errors in plans or specifications.

Bent #3 is located at Station 109+84 with a 17'-0" x 33'-0" footing on a 19'-0" x 35'-0" seal. The bottom of seal elevation was 944.0 with a 8'-9" depth of seal.

The foundation data is shown on contract drawing 34360. This drawing shows test hole #3 being 51 ft. right of Station 109+89. This drawing shows Oregon Miniature Pile test data of 35 blows/1" at approximately elevation of 942 and 50 blows/4" with 36 blows/1" at approximately elevation 946. The drawing also shows Standard Penetration Test results of 26 blows/6" and 20 blows/2" at approximately elevation 950. I discussed this data with Jack Davis, the Structural Section Foundations Engineer, He stated that to him the foundation data indicated difficult excavation and sheet pile driving such as the contractor encountered.

Pages 1 and 2 of the Special Provisions includes a statement that the contractor is to draw his own conclusions from the subsurface data, that samples from the subsurface borings are available in the Region Office, and that records of the subsurface explorations are available in the Resident Engineer, Region and Bridge offices. The contractor did not contact this office or Region office with any questions prior to bidding. The contractor asked for the subsurface exploration data only after the seal concrete at Bent 3 had been placed.

The contractor used Z27 sheet piling driven with a 4000 lb drop hammer using swinging leads for the cofferdam. I think this contributed to his difficulty in driving sheet piling.

While the contractor was excavating at Bent 3, I checked with design to see if the plan depth of seal was necessary in the

material we were finding. They considered the bottom of seal elevation critical because of potenetial scouring conditions with projected 21 fps velocities at this location. The excavation in the cofferdam was a condition of the Division of State Lands Permit. One reason for this requirement was protection of fish. A second reason for a cofferdam was to support the existing river bank. At Bent 2 some excavation was allowed before setting the cofferdam. This excavation contributed to the undercutting and subsequent rotation of the Bent #1 cap. For these reasons, I would say our specifications on excavation were neither capricious nor arbitrary.

I would recommend 0 increase in allowable work days on item 3 for the following reasons:

1- The Special Provisions obligate the contractor to evaluate the subsurface conditions using the data available at his "sole risk".

2- The conditions were substantially as could be expected from analyzing the data available. Page 3 of the Foundation Report includes the statement "excavating the very dense sandy gravel soil below the river bed may be extremely difficult..."

ITEM 4:

Some of the explanation for this item is included on page one of his submittal. His request appears to be only for the time required to splice the extra lengths. He does not appear to be claiming time for the required fresh heading caused by his difficulty in driving at bent 3.

The contractor states in his item 2 justification that the resumed work at bent 3 to reduce interference by overhead phone lines after the power lines were moved. His schedule submitted at the prejob conference shows work commencing at bent #2. He started constructing the access road to bent 3 June 15 before the power line was moved. A review of the detail map shows the utility lines did pass more directly over bent #2. Since the bank was higher at bent #3 the vertical clearance was also greater. I do know that he changed his work sequence on bents 2 and 3 from his original schedule. I find nothing in my records to support or refute his statement that this change was to reduce the utility conflict. He also varied from the original work schedule in many other portions of the project. It is possible that this decision was made to reduce utility conflicts, but at an earlier date than stated in this request.

The decision to start at bent 3 was made by the contractor.

With the difficulty he is claiming in items 2 and 4 it does not appear to have been a particularly wise decision. We did not direct this change and could deny any responsibility saying it is strictly a matter of contractor's methods.

The contractor asks for a 16 day period during the time frame of November 5 through November 29 inclusive. Our records show that he started fresh heading and splicing on November 5 with this work completed at 2:00 PM on November 16, an 11½ day period. The diary records work on the cofferdam frame and rings through November 26. The maximum period that could be allowed if we assumed all responsibility for fresh heading top and bottom would be 11½ days. However, as noted previously he did not claim fresh heading was a State responsibility.

The 11½ days total time renovating piling includes time splicing some sheet piling which could not be removed at bent 3 and we cut off at ground level. It also includes time to fresh head top and bottom, which would not in any way be construed as a State obligation.

The seal perimeter was 2(35'-0" + 19'-0") or 108 lineal feet. Each sheet piling covered 18" of perimeter for a total of approximately 72 sheet piling used. The diary entries indicate 3 men welding, one man on a backhoe sorting piling, and one man flagging. I would consider one man hour to weld an 18" splice of sheet piling an adequate allowance. The time used for splicing would then be 72 piling/(3 men)(8 piling/day/man) or 3 workdays. If an additional work day was allowed for handling and alignment of piling the total would be 4 workdays. With seven calendar days and 5 workdays per week the appropriate allownace would be 7/5(4 days) = 5.6 or 5½ days.

For item 4 I would recommend an increase of 5½ allowable calendar days. Even though this was the contractor's decision and his methods, his decisions and choice of methods could have been affected by the failure to relocate utilities in a timely manner. While other work was ongoing during this period, restoration of the cofferdam would have been on a "critical path".

5 1/2

SUMMER MONTHS vs WINTER MONTHS:

The contractor exceeded his allowable calendar days and was accessed liquidated damages effective January 1, 1980. The contractor claims that he can not accomplish as much on an additional day allowed in January or February as he could accomplish on the day lost in midsummer. He claims it would take 127 days to replace 67 days. This calculates as almost 1.9 days required for each day lost.

I could not find any reference book or data to calculate an efficiency loss. However, based on my experience and observations,

I would think an additional ½ day per summer day lost would be more reasonable. This factor of 1.5 would be applicable to item 1 and 2 of his request. Work on item 4 of his request was completed in the first two weeks in November. The diary records fog,cold, and some showers during this period. I think any loss of efficiency would already be reflected in the work conducted during this period.

Summary:

I would recommend the following:

Item 1:	16½ days x1.5 weather factor	24.75 days
Item 2:	1½ day x1.5 weather factor	2.25 days
Item 3:	0 day	0.00 days
Item 4:	5½ days ___ no weather factor	5.50 days
Total allowable time		32.50 days

cc: Jack Davis
Vern Neiswanger

At the preconstruction conference 5/24/79, Platt-Kozowski Construction (P-K) submitted a work sequence plan. The plan showed starting construction at bent # 2. This was very important because bent # 2 is in the main channel of the river and P-K desired to complete bent # 2 first to avoid high water problems later in the season. Also, bent # 2 is four feet deeper than bent # 3 and this further necessitated starting at bent # 2 because the cofferdam sheet piles are ordered in lengths long enough to use in the deepest seal (bent 2).

After sheet piles are removed from a completed bent, the sheets must be "fresheaded." That is, new tops and bottoms cut to square each end for rethreading and driving in the next cofferdam. This causes the sheets to become shorter.

The sheet piles were ordered long enough to complete bent # 2, then be fresheaded and would still be long enough to reuse in the cofferdam at bent # 3.

Both the phone company and power company were represented at the preconstruction conference and were made aware of the urgent need to have these utilities relocated. Relocation of utilities is the responsibility of the County and the Oregon State Highway Department per the contract.

ITEM 1:

P-K proceeded to work at the site, clearing and grubbing. Vern Neiswanger, O.S.H.D. engineer, was notified 6/14/79 that P-K would be unable to continue working at a significant rate due to interference from the high voltage power lines and the above ground and below ground telephone lines. Mr. Neiswanger agreed with this statement. Mr. Keith Martin, O.S.H.D. engineer, was notified via P-K's letter dated 6/18/79.

The high voltage lines and the phone lines passed directly over both cofferdam areas (bents 2 and 3) making it impossible to work with a crane in these areas. The lines also passed over the remaining work areas making other crane work unsafe (i.e. unloading sheet piles, timbers, etc.). It was also impossible to continue general excavation due to interference of power poles and guy lines.

Due to these conditions the job was shut down 6/15/79 to 7/2/79 (17 calendar days). Finally, on 7/2/79, the power lines were relocated. However, the phone lines were still passing directly over the work areas of bents 2 and 3, thus interfering with the project. At this time the phone company indicated the phone lines would not be moved for approximately two to three more weeks.

ITEM 2:

Anxious to continue working, P-K was forced to start cofferdam work at bent # 3 because this area had the least interference from the phone lines. Thus, the sheet piles were used in reverse of what was

The cofferdam was pumped down approximately twenty feet below river water level and the 8' high exposed excavated walls below the bottom of the sheet piles stood up without shoring or sheet piling.

The O.S.H.D. specified and required all this work be completed within the confines of a cofferdam, when clearly this was not a reasonable requirement.

These ground conditions and the O.S.H.D. insistence on working inside a cofferdam were responsible for at least thirty calendar days delay in completing the bent # 3 cofferdam and as a matter of course holding up the bent # 2 cofferdam.

ITEM 4:

After completion of bent # 3, the sheet piles were removed and due to impossible driving conditions, had to be "fresheaded" top and bottom. This left a majority of the sheets shorter than necessary length to use in the bent # 2 cofferdam. Bear in mind bent # 2 is four feet deeper and the water level is now higher and will continue to rise, thus requiring longer sheet piles.

Additional sheets were ordered and welding begun to extend the sheet piles to the required lengths. Keith Martin, O.S.H.D. engineer, was notified 11/16/79 of the sheet pile situation. Three extra welders were added to the crew 11/5/79 through 11/29/79 solely for the purpose

of repairing and extending the sheet piles. An additional sixteen (16) calendar days were lost as a result of having to start bent # 3 before bent # 2.

IN SUMMARY:

Item No.		Lost Calendar Days
1.	O.S.H.D. Failure to Remove Utilities	17
2.	Working Under Restructed Conditions and Working (Unnecessarily) In Cofferdam	4
3.	Extreme Ground Conditions Bent # 3	30
4.	Extending Sheet Piles	16
	TOTAL	67

Obviously sixty-seven lost work days during summer working conditions does not realistically reflect the extended work time required during winter months. Unstable, muddy ground conditions, high water, rain and cold temperatures encountered during winter months are a direct result of losing sixty-seven working days during the summer and fall.

It is calculated these sixty-seven days lost during the summer months will cause a final loss of 127 working days.

We hereby request an increase in the number of workdays from 230 calendar days to 337 calendar days on the structure portion and an increase from 400 calendar days to 507 calendar days on the complete project.

8919

February 25, 1981

Atlas General Contractors
624 S. E. "L" Street
Grants Pass, OR 97526

CON 5
#8919

Gentlemen:

Thank you for supplying us with a copy of a Statement of Account and New Invoice in connection with a claim filed in the amount of $4,337.75 for equipment rental on Contract No. 8919.

This was in reference to Contract No. 8919 with Platt-Konowski Construction for work on the Applegate River Bridge Replace of FAS A323 in Josephine County.

This information will be noted in our records and we will send copies of this new invoice to the contractor and surety.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

cc: Platt-Konowski Construction
P. O. Box 12747
Salem, OR 97309

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

MAILED 0.1
2/25/81
JS

INVOICE STATEMENT

DATE January 30 19 81

ATLAS GENERAL CONTRACTORS

624 S. E. "L" STREET • P. O. BOX 499
GRANTS PASS, OREGON 97526

Contract 8919

PHONE: A.C. 503 - 479-2431

IN ACCOUNT WITH

Platt and Kozowski Const.
P.O. Box 12747
Salem, Oregon 97309

Robert Jonsen
Dept of Transportation

PLEASE PAY FROM THIS INVOICE
STATEMENTS NOT USUALLY SENT

ACCOUNTING SERVICE 1½% PER MONTH
UNPAID DELINQUENT BALANCE
ANNUAL RATE 18% PER YEAR

P. O. No. per Gene Kozowski #89-19

INVOICE No. 81-9864

STATEMENT OF ACCOUNT AND NEW INVOICE

	Balance forward 1980		$ 4537.73
	1981		
January 5, 1981	Rec'd on account	(2000.00)	$ 2537.73
January	Interest 1 1/2%	38.06	3575.80
January 30, 1981			
1	wk. Rental 4 tine, Orange peel picked up Jan 13, 1981 returned Jan 20, 1981 4:30PM	200.00	$ 3775.80

THANK YOU

W. Jonsen —
This brings this account up to date
w/ payment + charges —

Please note
on our account
card.
Dwg

RECEIVED
FEB 1 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5529 * 8919

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 15 1981
NORMA PAULUS
SECRETARY OF STATE

January 13, 1981

FILED
JAN 15 1981
NORMA PAULUS
SECRETARY OF STATE

Atlas General Contractors, Inc.
624 SE "L" Street
Grants Pass, Oregon 97526

CON 5
#8919

Attention: Esther I. Brown

Gentlemen:

This will acknowledge your letter of December 31, 1980, stating that Platt and Kozowski Construction owes you $4,537.73 for equipment rental.

Your letter mentions this is in connection with the Platt-Kozowski Construction Contract No. 8919 for work on the Applegate River Bridge in Josephine County.

The United Pacific Insurance Company furnished the bond on this contract. We will send copies of your letter to them and the contractor. We will also file this claim with the Secretary of State, which will protect your claim under the bond.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FEN:bak

cc: Platt-Kozowski Construction
P. O. Box 12747
Salem, OR 97309

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

NOTED 0...
1-19-81 dmc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JAN 16 19..
COMMISSION ...VICES
DEPARTMENT OF TRANSPORTATION

ATLAS GENERAL CONTRACTORS, INC.

624 S.E. 'L' STREET

P.O. BOX 499 PH. 479-2431

GRANTS PASS, OREGON 97526

December 31, 1980

Robert Gomsen
Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

Subject: Fishhatchery Bridge, Grants Pass, Oregon
Oregon State Hwy. Contract # 81-19 → CORRECT CONTRACT NUMBER IS 8919
Platt & Kozowski Const., Salem, Ore. Contractor.

Rec'd 1-7-81

Dear Mr. Gomsen:

In regard to the above subject contract. Please consider this letter as notification that as of this date I have an accounts receivable of $4,537.73. The accounts are made up as follows: All items were requested by Gene Kozowski.

10/80 Inv.# 9806 & 9819	Equipment rental, Vibra Roller, Compactor, trailer, lowboy and optr to move rented equipment. $ 957.61-(160.00)=		$ 797.61
9814	Equipment rental, Case 880 and extra buckets, pickup and Deliver		$3240.00
	Total		$4037.61
	November interest @1 1/2% per month	$60.56	$4098.17
11/80 Inv# 9845	Dump truck and optr and Backhoe bucket rental	$ 372.50	$4470.67
	December interest @ 1 1/2%	$67.06	$4537.73 Total

I regret having to take this means of collection on this account. In my opinion it is the best way, now that the job is on penalty, and there are not enough pay items to pay all of the accounts payable on this job.

Thank you for your cooperation in this matter, if there be any questions please do not hesitate to contact the undersigned.

Cordially,
ATLAS GENERAL CONTRACTORS, INC.

Esther I. Brown

Esther I. Brown, Corp. Sec. & Gen. Mgr.

EIB/me

8919

October 15, 1980

Robinette, Cleveland & Williams
Attorneys at Law
975 Oak, Suite 600
Eugene, OR 97401

CCH 5
#0919

Attention: Robert A. Gebhardt

Gentlemen:

This is in response to our letter of October 6 concerning your filing of a claim on behalf of Hall Crane Service, Inc., for crane services and equipment rentals against Piatt-Konowski Construction in the amount of $23,875 in connection with Contract No. 8919.

We have been advised by the Secretary of State's Office that their official filing date was October 7, 1980, and they have assigned this claim their File No. 5478.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:kkr

8919 5478

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 7 1980
NORMA PAULUS
SECRETARY OF STATE

October 6, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8919

Robinette, Cleveland & Williams
Attorneys at Law
975 Oak, Suite 600
Eugene, OR 97401

Attention: Robert A. Gebhardt

RECEIVED
OCT 7 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges your letter of September 30 and attached Notice of Claim on behalf of your client, Hall Crane Service, Inc. for crane services and equipment rentals against Platt-Kozowski Construction in the amount of $23,875.

The claim states this is in connection with our Contract No. 8919 awarded to Platt-Kozowski Construction for work on the Applegate River Bridge Section of FAS A323 in Josephine County.

This letter and your Notice of Claim will be sent to the Secretary of State's Office for filing. We will notify you of the Secretary of State's official filing date. Copies of this letter and the Notice of Claim will also be sent to the prime contractor and the surety.

Please notify this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Notified on Card 10-9-80

cc: Platt-Kozowski Construction
P. O. Box 12747
Salem, OR 97309

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

RECEIVED
OCT 9 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROBINETTE, CLEVELAND & WILLIAMS
Attorneys at Law

RICHARD W. CLEVELAND
KAYE C. ROBINETTE
DAVID B. WILLIAMS
ROBERT A. GEBHARDT

September 30, 1980

975 OAK, SUITE 600
EUGENE, OREGON 97401
(503) 485-1616

Oregon State Highway Division
Room 121, Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen

Re: Notice of Claim; Applegate River Bridge Section, Oregon State Highway Division Contract No. 89-19

Dear Sirs:

Enclosed please find a Notice of Claim, addressed to the Secretary of State, Oregon, respecting your project on the Applegate River Bridge Section, Oregon State Highway Division Contract No. 89-19.

After you have received and filed the Notice of Claim with the Secretary of State, please send us a letter of notification indicating when the Notice of Claim was officially filed in the office of the Secretary of State. I understand that you also will forward copies of the Notice of Claim to the surety, United Pacific Insurance Company, and to the prime contractor, Platt-Kozowski Construction Co.

Thank you for your anticipated time and cooperation in this matter.

Very truly yours,

Robert A. Gebhardt

Robert A. Gebhardt

RAG:drp
Enclosure

cc: Hall Crane Service, Inc.

RECEIVED
OCT 2 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

N O T I C E O F C L A I M

To: Secretary of State, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, HALL CRANE SERVICE, INC., has a claim for crane services and equipment rentals furnished by Hall Crane Service, Inc. in the sum of Twenty-Three Thousand Eight Hundred Seventy-Five and No/100 Dollars ($23,875.00) against the bond taken from Platt-Kozowski Construction Co., Principal, and United Pacific Insurance Company, Surety, for the work on the Applegate River Bridge Section, Oregon State Highway Division Contract No. 89-19.

HALL CRANE SERVICE, INC.

By: Stanley S. Parsons
Stanley S. Parsons
President

RECEIVED
OCT 2 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8919 9-17-80

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Josephine	Oregon

IN COMPANY WITH: Jim Gix, Keith Martin, Mike Anhorn, and George Thornton, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-17-80	T. P. Lowe, Area Engineer	RS-A323(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	121 %	85 %

APPLEGATE RIVER BRIDGE
Bridge Construction

Scope of Review

The above persons met at the project site to review the work in progress and, in particular, review the completed concrete deck. Also of particular concern was the contractor's slow progress on the project.

Work in Progress

The contractor was cleaning up used forms at the time of inspection. No other work was apparent.

Work Status

The concrete deck has been poured. Remaining to be done are the parapet rails, the approach grading, removal of the existing structure, false work removal, and granding high spots on the deck. It is questionable that the contractor at his current rate will be able to complete the project this season. The approach grading is a critical item to complete the work. With the approach of fall rains it is doubtful that it can be done this season. Removal of the existing structure, of course, must come after the grading of approaches to the new structure.

General Comments

It was noted that the deck was very rough. All agree that considerable deck grinding will be required to bring the structure into surface tolerances. On the westerly approach slab numerous surface cracks were noted in the concrete. The Resident Engineer advised that the screed broke down during the pour in this area and the pour was delayed. The cracks in the surface appeared to be from a high water content on the surface probably required for finishing. In any event these cracks should be monitored to determine their extent.

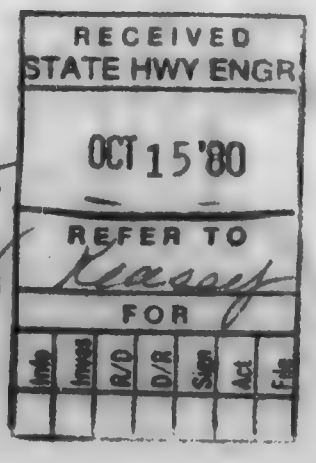
(continued)

Intermediate Inspection (cont.)
RS-A323(1)

As noted above the contractor's progress is unsatisfactory. He is presently about 200 days over the specified contract time and is still working only a very small crew. Unless the contractor's effort is considerably accelerated it does not appear the project will be finished this season.

The last section of deck concrete was poured the day prior to this inspection. The Resident Engineer advised that all field tests were OK. He indicated that slump was about 3 inches. Other test results such as air yield were discussed. Cylinders were noted on the project site. Attached is a copy of field test results.

Attachments



10-15
ej

U.S. GOVERNMENT PRINTING OFFICE: 1976—625-365

#8919

STATE COPY

cc: State (H. S. Coulter)

10-23-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Josephine	Oregon

IN COMPANY WITH: Jim Gix and Keith Martin, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-23-79	Original Signed by T. P. Lowe, Area Engineer T. P. LOWE	RS-A 323(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	69 %	25 %

APPLEGATE RIVER BRIDGE
Bridge Construction

Scope of Inspection

A brief review of the work in progress was made while traveling on other business.

Findings

Of concern is the contractor's progress. With nearly 70 percent of the contract time elapsed only 25 percent of the work is complete.

The two abutments are done (not backfilled). The column on the East bent is done and forming for the East bent cap was just starting. The West bent is not started except for the excavation. No steel piling is in the West bent. It appears a minor flood could fill in the excavation, cause scour damage to West bent, and possible undermining of the abutments (no rip rap is in yet).

The State intends to give the contractor written notice concerning his slow progress and potential liability should high water damage occur.

Attached is an earlier letter to the contractor (July 30) concerning his progress.

Attachment

RECEIVED
STATE HWY ENGR
NOV 2'79
11-2
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
NOV 1 1979
STATE

#8919 9-17-79

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-A323(1)

STATE PROJECT NO.: See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 70337

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-17-79

FEDERAL ROUTE NUMBER: Secondary A-323

STATE ROUTE NUMBER: County Road

RECEIVED
STATE HWY ENGR
SEP 25 '79
REFER TO
FOR
Info | Invest | R/D | D/B | Sign | Act | File

GENERAL LOCATION:

Applegate River Bridge Section

4-28 Swan

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-10-79 I approve the revised Preliminary Engineering costs to a TEC of $59,500 with Federal participation limited to $52,419.

It should be noted that PE charges after April 4, 1979 are not eligible for FA participation.

DATE: 9-17-79

SIGNATURE OF APPROVING OFFICIAL: E. Black

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8919

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 6-206		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Josephine
MODIFICATION NUMBER: 2	June 7, 1979	Project Number: RS-A323(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$42,500.00	$1,153,880.00
Federal funds	$36,429.00	$1,016,565.00
Other revisions		

This modification is made for the following reasons: Increase in P.E. cost and letting of construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Johnston

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. E. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 464

file

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. RS-A323(1)

Applegate River Bridge Section
County Road In Josephine County

Revised Project Agreement Estimate.
Type Code P.E.

Preliminary Engineering	All Required		$ 59,500.00
		Total	$ 59,500.00

Type Code ROW
Right of Way

Rights of Way	All Required		$ 400.00
		Subtotal	400.00
		Acquisition Expense	100.00
		Total	$ 500.00

Type Code 6201
Roadway (Sta. 105+75 to Sta. 107+53)(Sta. 110+49 to Sta. 113+50)

Mobilization 17%	All Required		$ 15,300.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	101 Sq. Ft.	$ 5.00	505.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	175 Lin. Ft.	6.00	1,050.00
Temporary Plastic Safety Markers	10 Each	60.00	600.00
Flagmen	500 Hr.	20.00	10,000.00
Clearing and Grubbing	All Required		20,000.00
General Excavation	7,350 Cu. Yd.	3.00	22,050.00
Trench Excavation	115 Cu. Yd.	10.00	1,150.00
Watering	95 M-Gal.	20.00	1,900.00
Aggregate Base	770 Cu. Yd.	8.75	6,737.50
Class "B" Asphalt Concrete	645 Ton	25.00	16,125.00
Concrete Ditch Lining	9 Sq. Yd.	50.00	450.00
8-inch Culvert Pipe	50 Lin. Ft.	10.00	500.00
12-inch Culvert Pipe	244 Lin. Ft.	10.00	2,440.00
30-inch Culvert Pipe	80 Lin. Ft.	20.00	1,600.00
Concrete Inlets, Type G-2 Modified	1 Each	1,000.00	1,000.00
Guard Rail Type 2A	388 Lin. Ft.	20.00	7,760.00
Guard Rail Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	3 Each	300.00	900.00
Guard Ral Anchors, Type 2	1 Each	300.00	300.00
Rail End Pieces, Type C	3 Each	100.00	300.00
Loose Riprap, Class 700	1,145 Cu. Yd.	10.00	11,450.00
Rock Gabians	475 Cu. Yd.	50.00	23,750.00
			$153,867.50

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. RS-A323(1)

Anticipated Items

Temporary Erosion Control	All Required			$ 200.00
On the Job Trainee (1 at $800)	All Required			800.00
				$ 1,000.00
			Subtotal	$154,867.50
			Engineering	20,906.50
			Total	$175,774.00

Type Code X081
Structure, Bridge No. 1332A (Sta. 107+53 to Sta. 110+49)

Mobilization	All Required (83%)			$ 74,700.00
Bridge Removal Work	All Required			10,000.00
Shoring, Cribbing, Etc.	All Required			73,000.00
Structure Excavation	1,950 Cu. Yd.	$	10.00	19,500.00
Structure Excavation Below Elevations Shown	100 Cu. Yd.		20.00	2,000.00
Furnish Pile Driving Equipment	All Required			15,000.00
Furnish, HP 10x42 Steel Piling	784 Lin. Ft.		14.00	10,976.00
Drive Steel Piles	784 Lin. Ft.		2.00	1,568.00
Structural Concrete, Class 3300 (1005c.y.)	All Required			250,000.00
Structural Concrete, Class 4500 (320c.y.)	All Required			80,000.00
Seal Concrete	390 Cu. Yd.		70.00	27,300.00
135'/140' Bulb Tee Prestressed Beams	6 Each		12,000.00	72,000.00
Reinforcement (306,300 lbs.)	All Required			120,000.00
Prestressing Steel (3,000 lbs.)	All Required			10,000.00
Reinforced Concrete Bridge End Panels	315 Sq. Yd.		30.00	9,450.00
Three Tube Metal Railing	633 Lin. Ft.		50.00	31,650.00
8-inch PVC Pipe	80 Lin. Ft.		10.00	800.00
12-inch PVC Pipe	80 Lin. Ft.		12.00	960.00
			Subtotal	$808,904.00
			Engineering	109,202.00
			Total	$918,106.00

Length of Roadway	0.091 mi.
Length of Structure	0.056 mi.
Total Length	0.147 mi.

Cost of Roadway Per Mile $1,931,582.41

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. RS-A323(1)

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 59,500	$ 52,419	$ 7,081	$
Right of Way	500	440	30	30
Roadway	175,774	154,856	10,459	10,459
Structure	918,106	808,850	54,628	54,628
Total Cost	$1,153,880	$1,016,565	$72,198	$65,117

Group 1 100%
Contract No. 8919
Prefix 517-1910
Prefix 517-2513
Prefix 517-1003

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-39		State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Josephine
MODIFICATION NUMBER 1	2-6-79	Project Number RS-A323(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 30,500.00	$ 42,500.00
Federal funds	$ 26,169.00	$ 36,429.00
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of February, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Lundt

Technical Services Engineer
(Title)

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-76) Previous editions are obsolete GPO 927 484

Gen. file

Oregon State Highway Division
Salem, Oregon January 24, 1979

Federal Aid Project
No. RS-A323(1)

APPLEGATE RIVER BRIDGE SECTION
COUNTY ROAD IN JOSEPHINE COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$42,000.00
	TOTAL	$42,000.00

Type Code ROW
Right-of-Way

Rights-of-Way	All Required	$ 400.00
	Subtotal	$ 400.00
	Acquisition Expense	$ 100.00
	TOTAL	$ 500.00

Length of Project ---------- 0.17 mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 42,000.00	$ 36,000.00	$ 6,000.00	$ -
R/W	500.00	429.00	35.00	36.00
Subtotal	$ 42,500.00	$ 36,429.00	6,035.00	$ 36.00
Retain in Program				
Construction	527,500.00	452,595.00	37,453.00	37,452.00
Total	$570,000.00	$489,024.00	$43,488.00	$37,488.00

Group 1 - 100%
Prefixes: 517-1910 P.E.
517-2513 R/W

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
8-89		County
	FEDERAL-AID PROJECT AGREEMENT	Josephine
	8-16-77	Project No.
		RS-A323(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 4.5 mi. S.E. of Wilderville

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-17-77	0.17
RIGHTS-OF-WAY	3-17-77	0.17
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 30,500	$ 26,169

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator AUG 16 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 5, 1977

Federal Aid Project
No. RS-A323(1)

APPLEGATE RIVER BRIDGE SECTION
COUNTY ROAD IN JOSEPHINE COUNTY

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$30,000.00
		Total	$30,000.00

Type Code ROW

Right of Way

Rights of Way	All Required		$ 400.00
		Subtotal	$ 400.00
		Acquistion Expense	100.00
		Total	$ 500.00

Length of Project . . . . . 0.17 mile

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 30,000.00	$ 25,740.00	$ 4,260.00	$ -
R/W	500.00	429.00	35.00	36.00
Subtotal	$ 30,500.00	$ 26,169.00	$ 4,295.00	$ 36.00
Retain in Program Construction	527,500.00	452,595.00	37,453.00	37,452.00
Total	$558,000.00	$478,764.00	$41,748.00	$37,488.00

Group 1 - 100%
Prefixes 517-1910 P.E.
517-2513 R/W

8719

April 27, 1979

Josephine County
Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

Attn: Mr. Del Robertson
Director of Public Works

Gentlemen:

On April 23, 1979 a satisfactory bid was received from Platt-Kososki Construction for the Applegate River Bridge Section, FAS-A323.

The County's advance deposit based upon the contractor's bid is as follows:

Bid Items	$362,771.00
Temp. Erosion Control	200.00
On Job Trainees	800.00
4% Contingencies	43,369.70
9% Engineering	86,739.44
ESTIMATED TOTAL COST	$1,093,880.66

SG 2/14

Reid 5/1/79

County's Advance Deposit:
6% of $1,093,880.66 = $65,632.81 and rounded $65,600.00

Please make your check in the amount of $65,600.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310. Informal Region

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

Very truly yours,

Gerald Miner
Local Government Engineer

HR:pf

bcc w/AD # 629: Vern Skoog - Please return completed AD # 629 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

8914

9

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1979

FILE:

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 26, 1979 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 26 on the following projects:

1. Moro Rock Production
   Sherman Highway, Sherman County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wilsonville Road @ Boones Ferry Road
   Wilsonville, Clackamas County
   Traffic Signals

   Same as No. 1.

3. The Dalles-California Highway @ Nels Anderson Place
   Bend, Deschutes County
   Traffic Signals

   Same as No. 1.

4. W. Stewart Parkway @ W. Harvard Avenue
   Roseburg, Douglas County
   Traffic Signals

   Same as No. 1.

5. Beaverton (Fred Meyer Access)
   Tualatin Valley and Beaverton-Hillsdale Highways
   Washington County
   Traffic Signals

   Same as No. 1.

6. Rogue River
City Streets, Jackson County
Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Rogue Valley Highway @ Charlotte Ann Road
Medford, Jackson County
Grading and Paving
Left turn refuge. Four 11-foot lanes with 3-foot shoulders. Refuge at Charlotte Ann Road, 14 feet. Curbs on both sides.

Same as No. 6.

8. Kingwood Street (Florence)
City Street, Lane County
Grading and Paving
42-foot roadway, curb to curb.

Same as No. 6.

9. S.E. Monterey Avenue-S.E. Harmony Road
Cascade Highway, Clackamas County
Traffic Signals
Existing 8-foot shoulders and 8-foot sidewalk left. Overlay and minor widening.

Same as No. 1.

10. Applegate River Bridge
FAS A323, Josephine County
Structure
6-foot shoulders on approaches with 7-foot bikeway left and right on the structure.

11. Hubbard/Broadacres Road-Case Road
Yergen Road, Marion County
Grading and Base
32-foot gravel roadway to be paved at a later date by others

Same as No. 6.

12. S.E. Powell Boulevard-S.E. Foster Road
East Portland Freeway, Multnomah County
Paving
A 10-foot Class I Bikeway included in this project

13. Columbia River Highway-Hermiston
Hermiston Highway, Umatilla County
Paving
4 and 5-foot shoulders to be striped and signed as a bikeway

14. Wilson River Highway Jct.-Vista Ridge Tunnel
Sunset Highway, Washington and Multnomah Counties
Paving
10-foot shoulders provided on this project

Same as No. 6.

15. Lafayette Highway-Webfoot Road
Palmer Creek Road, Yamhill County
Grading, paving and structure
4-foot shoulders provided on this project

Same as No. 6.

16. Lone Rock Junction-Rock Creek
Wasco-Heppner Highway, Gilliam County
Oiling
24-foot oil roadbed

Same as No. 6.

17. Madras/Prineville Highway-Culver Highway
The Dalles-California Highway, Jefferson County
Paving
4-foot shoulders available on this project

Same as No. 6.

18. Odell Lake Rock Production
Willamette Highway, Klamath County
Aggregate Crushing

Same as No. 1.

19. Judkins Point Over Crossing
McKenzie Highway, Lane County
Structure Repair

Same as No. 1.

RS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8719

Section Approaches to Kinder — Programming Estimate $ 1067000

Highway [illegible] 323 — Project Length 775'

County Lassen — Completion Time

Kind of Work Grade, Pave & Structure

Prefix 517-1910 — FA Project No.

STRUCTION AUTHORIZATION

ract Amount $ 959 918 —

ROUTING SLIP—DEPT. OF TRANSPORTATION	Date: 4/12/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir./Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir./Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storerooms	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 3
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Proj. Mgt.

COMMENTS: Please forward this reversal estimate to the county.

Form 701-6000 (7/70) — 8*70000-704

200

800

Misc. Permit Fees

$ 960,918 —

Contingencies (4-1/2%) 43,241 31

Engineering (9 %) 51,082 69

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 1,090,641 92

APPROVED

J. H. Wentling
Road Design Engineer

NOTED
D. O. Christensen

(RK) 10

Section Approach to Bridge — Programming Estimate $ 1067000 (use)

Highway FH F023 — Project Length 775'

County Lincoln — Completion Time

Kind of Work Grade, Drive & Structure

Prefix 517-1910 — FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 959 918 —

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control ✓	200
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	800
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ _____

$ 960,918 —

Contingencies (4-1/2%) 43,241 31

Engineering (9 %) 81,482 62

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 1,090,641 93

APPROVED

J. H. Wentling

Road Design Engineer

NOTED

D. O. Christensen

10

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date

Section Applegate River Bridge
County Josephine
Kind Of Work
Length
Name Day

3/21/79

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		7900
	Temporary Reisection and Direction of Traffic		All	All		2,600
	Temporary Signs		SqFt	101	6-	606
	Temporary Continuous Rel Traffic Barriers, Reflectorized		Lin Ft	175	8-	1400
	Temporary Plastic Safety Barriers		Each	10	80-	800
	Flagmen		Hr	500	19.00	1500
	Roadwork					
	Clearing and Grubbing		All	All	—	2500.00
	General Excavation		Cu Yd	7350	4.50	33,075.
	Trench Excavation		Cu Yd	115	10.00	1150
	Watering		M-Gal	95	10.00	950
	Aggregate Base		Cu Yd	770	12.00	9240
	Class "B" Asphalt Concrete		Ton	645	30.00	19,350.
	Concrete Ditch Lining		Sq Yd	9	16.00	144
	8-inch Culvert Pipe		Lin Ft	50	9.00	450
	12-inch Culvert Pipe		Lin Ft	244	12.00	2.928
	30-inch Culvert Pipe		Lin Ft	80	27.50	2200
	Concrete Inlets, Type G-2 Modified		Each	1	1500.00	1500
	Guard Rail Type 2A		Lin Ft	388	15.00	5820
	Guard Rail Type B		Lin Ft	100	26.00	2600
	Guard Rail Ending, Type 1		Each	2	300.00	900
	Guard Rail Ending, Type 2		Each	1	350.00	350

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section Applegate R. Bridge County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Rail End Pieces, Type C		Each	3	150.00	450
	Loose Riprap, Class 700		Cu Yd	1145	15.00	17,175
	Rock Gabions		Cu Yd	475	70.00	33,250
	STRUCTURE					
	Bridge Removal Work		All	All		24,000
	Shoring, Cribbing, Etc.		All	All		30,000
	Structure Excavation		Cu Yd	1950	12	23,400
	Structure Excavation Below Elevations Shown		Cu Yd	100	15	1500
	Furnish Pile Driving Equipment		All	All		10,000
	Furnish HP 10x42 Steel Piling		Lin Ft	784	9	7056
	Drive Steel Piles		Lin Ft	784	2	1568
	Structural Concrete, Class 3300 (1035 Cu Yd @ 240)		All	All		241,200
	Structural Concrete, Class 4500 (320 Cu Yd @ 260)		All	All		83,200
	Seal Concrete		Cu Yd	390	120	46,80
	135'/140' Bulb Tee Prestressed Beams		Each	6	13,500	81,60
	Reinforcement (306,300 lbs @ 0.45)		All	All		137,83
	Prestressing Steel (3000 lbs @ 0.95)		All	All		2850
	Reinforced Concrete Bridge End Panels		Sq Yd	315	43	13,545
	Three Tube Metal Railing		Lin Ft	633	42	26,586
	8-inch PVC Pipe		Lin Ft	80	8	640
	12-inch PVC Pipe		Lin Ft	80	10	800

8919

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-4-79

FEDERAL AID PROJECT NO. RS-A323(1)

STATE PROJECT NO. See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70337

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info | Invs. | R/D | D/R | Surv. | Act. | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-27-79	4-4-79	Secondary A323	County Road

GENERAL LOCATION:
Applegate River Bridge Section

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPANATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated April 2, 1979 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—420-707

8919 3-27-79

cc:- D.E. Swan
C.T. Keasey
Roger Trygstad

517

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A323(1)
Project Name Applegate River Bridge-Fish Hatchery County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon, this 29th day of March, 1979

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
2 1979 BP
N
M
File: PM FA
LG OP

Certified By:

Regional Right-of-Way Supervisor
Date 3-30-79

County of Josephine

County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8919

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 3 P.O. BOX 1128 ROSEBURG OR 97470 672-6658

In Reply Refer to File No.: PRO 6

March 29, 1979

Mr. Wally Owen
County Road Supervisor
Josephine County
200 N.W. "D" St.
Grants Pass, Oregon 97526

Dear Wally:

Attached is the latest revised estimate for Applegate River Bridge on Fish Hatchery Road. As you can see the estimated cost has risen again. This time by some $18,000. Perhaps the contractors bidding this job will see it in a better light than our estimators. If this new estimate figure presents any problem to the county for funding, please contact me immediately.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

Attach.

cc: D.H. Moehring
George Thornton
Keith Martin

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPS ☐
01379

File: PM FA
LG OP

TAA

Form 734-3122

Section Applegate River Bridge Programming Estimate $ _____

Highway FAS A323 Project Length 775'

County Josephine Completion Time _____

Kind of Work Grade, Pave & Structure

Prefix 517-1910 FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 939,783
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200	
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		$ 1000
On the Job Trainees	800	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 940,783 -
Contingencies (4-1/2%)		42,335 24
Engineering (9 %)		84670 47
~~Credit for~~ _____	~~SUBTOTAL~~	$
Estimated Net Authorization, Construction		$ 1,067,788 71

APPROVED

_____
Road Design Engineer

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section Applegate River Bridge — County Josephine

Kind Of Work — Length — Name Doy

3/21/79 SS

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (9%)		All	All		77.000
Temporary Protection and Direction of Traffic		All	All		2,600
Temporary Signs		SqFt	101	6-	606
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	175	8-	1400
Temporary Plastic Safety Markers		Each	10	80-	800
Flagmen		Hr	500	19 00	9500
Roadwork					
Clearing and Grubbing		All	All	—	2500 00
General Excavation		Cu Yd	7350	4 50	33075-
Trench Excavation		Cu Yd	115	10 00	1150
Watering		M-Gal	95	10 00	950
Aggregate Base		Cu Yd	770	12 00	9240
Class "B" Asphalt Concrete		Ton	645	30 00	19350
Concrete Ditch Lining		Sq Yd	9	16 00	144
8-inch Culvert Pipe		Lin Ft	50	9 00	450
12-inch Culvert Pipe		Lin Ft	244	12 00	2928
30-inch Culvert Pipe		Lin Ft	80	27 50	2200
Concrete Inlets, Type G-2 Modified		Each	1	1500 00	1500
Guard Rail Type 2A		Lin Ft	388	15 00	5820
Guard Rail Type 3		Lin Ft	100	26 00	2600
Guard Rail Anchors, Type 1		Each	3	300 00	900
Guard Rail Anchors, Type 2		Each	1	350 00	350

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section Applegate R. Bridge
County

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Rail End Pieces, Type C		Each	3	150.00	450
	Loose Riprap, Class 700		Co Yd	1145	15.00	17,175
	Rock Gabions		Co Yd	475	70.00	33250
	STRUCTURE					
	Bridge Removal Work		All	All		24,000
	Shoring, Cribbing, Etc.		All	All		30,000
	Structure Excavation		Cu Yd	1900	12	22,800
	Structure Excavation Below Elevations Shown		Cu Yd	100	15	1500
	Furnish Pile Driving Equipment		All	All		10,000
	Furnish HP 10x42 Steel Piling		Lin Ft	784	9	7056
	Drive Steel Piles		Lin Ft	784	2	1568
	Structural Concrete, Class 3300 (1085 Cu Ft @ $2.40)		All	All		241,200
	Structural Concrete, Class 4500 (3220 Cu Ft @ $2.60)		All	All		83,200
	Seal Concrete		Cu Yd	320	120	38,400
	135'/140' Bulb Tee Prestressed Beams		Each	6	13,500	81,000
	Reinforcement (286,000 lbs @ .45)		All	All		128,700
	Prestressing Steel (30001bs @ .95)		All	All		2850
	Reinforced Concrete Bridge End Panels		Sq Yd	315	43	13,545
	Three Tube Metal Railing		Lin Ft	633	42	26,586
	8-inch PVC Pipe		Lin Ft	80	8	640
	12-inch PVC Pipe		Lin Ft	80	10	800

Section Applegate River Bridge — Programming Estimate $ _____

Highway 8919 FA-5 A023 — Project Length 775'

County Josephine — Completion Time _____

Kind of Work Grade, Pave & Structure

Prefix 517-1910 — FA Project No. _____

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3/27/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Systems
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 3
FHWA	Photology	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Proj Mngt

COMMENTS: Please forward a copy to County for their information and consideration

Form 734-6022 (7/78) SP 70600-734

STRUCTION AUTHORIZATION

ract Amount $ 897,083

200

$ 1000

800

Misc. Permit Fees _____

$ 898,083 -

Contingencies (4-1/2%) 40413 74

Engineering (9 %) 80827 47

~~Credit for~~ _____ $

Estimated Net Authorization, Construction $ 1,019,324 21

APPROVED

Road Design Engineer

Section Applegate River Bridge — Programming Estimate $ _____

Highway FAS A323 — Project Length 775'

County Josephine — Completion Time _____

Kind of Work Grade, Pave & Structure _____

Prefix 517-1910 — FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 897,083
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200	
State Furnished _____		
Install Water Meter		$ 1000
Furnish Water		
Laboratory Fees		
On the Job Trainees	800	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 898,083 -
Contingencies (4-1/2%)		40413 74
Engineering (9 %)		80827 47
~~Credit for~~ _____	~~SUBTOTAL~~	$
Estimated Net Authorization, Construction		$ 1,019,324 21

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date

Section Applegate River Bridge County Josephine

Kind Of Work Length Name Day

3/21/79 E

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		74,000
	Temporary Protection and Direction of Traffic		All	All		2,600
	Temporary Signs		SqFt	101	6-	606
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	175	8-	1400
	Temporary Plastic Safety Markers		Each	10	80-	800
	Flagmen		Hr	500	19 00	9500
	Roadwork					
	Clearing and Grubbing		All	All	—	2500
	General Excavation		Cu Yd	7350	4 50	33,075
	Trench Excavation		Cu Yd	115	10 00	1150
	Watering		M-Gal	95	10 00	950
	Aggregate Base		Cu Yd	770	12 00	9240
	Class "B" Asphalt Concrete		Ton	645	30 00	19,350
	Concrete Ditch Lining		Sq Yd	9	16 00	144
	8-inch Culvert Pipe		Lin Ft	50	9 00	450
	12-inch Culvert Pipe		Lin Ft	244	12 00	2928
	30-inch Culvert Pipe		Lin Ft	80	27 50	2200
	Concrete Inlets, Type G-2 Modified		Each	1	1500 00	1500
	Guard Rail Type 2A		Lin Ft	388	15 00	5820
	Guard Rail Type 2		Lin Ft	100	26 00	2600
	Guard Rail Anchors, Type 1		Each	3	300 00	900
	Guard Rail Anchors, Type 2		Each	1	350 00	350

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section Applegate R. Bridge County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Rail End Pieces, Type C		Each	3	150.00	450
	Loose Riprap, Class 700		Cu Yd	1145	15.00	17,175
	Rock Gabions		Cu Yd	475	70.00	33250
	STRUCTURE					
	Bridge Removal Work		All	All		24,000
	Shoring, Crubbing, Etc.		All	All		20,000
	Structure Excavation		Cu Yd	1900	12	22,800
	Structure Excavation Below Elevations Shown		Cu Yd	100	15	1500
	Furnish Pile Driving Equipment		All	All		10,000
	Furnish HP 10x42 Steel Piling		Lin Ft	784	9	7056
	Drive Steel Piles		Lin Ft	784	2	1568
	Structural Concrete, Class 3300 (1035 cu yd 220)		All	All		221,100
	Structural Concrete, Class 4500 (320 cu yd 230)		All	All		73,600
	Seal Concrete		Cu Yd	320	120	38,400
	135'/140' Bulb Tee Prestressed Beams		Each	6	13,500	81,000
	Reinforcement (286,000 lbs 0.45)		All	All		128,70
	Prestressing Steel (300 lbs 0.95)		All	All		2850
	Reinforced Concrete Bridge End Panels		Sq Yd	315	43	13,545
	Three Tube Metal Railing		Lin Ft	633	42	26,586
	8-inch PVC Pipe		Lin Ft	80	8	640
	12-inch PVC Pipe		Lin Ft	80	10	800

8919

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-27-79

FEDERAL AID PROJECT NO: RS-A323(1)

STATE PROJECT NO.: See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70337

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO: Engineering
FOR
Info | Inves | R/D | Dft | Sec | Sft | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-27-79	3-27-79	Secondary A323	County Road

GENERAL LOCATION:

Applegate River Bridge Section

GENERAL DESCRIPTION OF WORK:

One Structure and Approaches

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 16, 1979 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,050,000 - Federal Funds $925,050 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards for this project are lower than the minimum design standards, as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-27-79	E. J. Mack	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-747

8919

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Alfred Shirley, Jr.
Region 3 Engineer

DATE: March 15, 1979

FROM: L. L. Wallace
Asst. Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

SUBJECT:
Advance Structure Plans
Applegate River Bridge
Applegate River Bridge Section
Fish Hatchery Road
Josephine County
Bridge 1332A

Enclosed are two reduced prints of drawings 34359 through 34369 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$150,000
Structure	727,000
Engineering & Contingencies	176,000
TOTAL	$1,053,000

Although this project is shown on the Schedule with a letting date of May 31, we are attempting to move the letting date up to April 26, if possible.

Please make a field review and return one set by March 26 with your comments and/or corrections noted thereon.

GWV:dh
Enclosures

cc Wally Owen, Josephine Co. Road Supv. /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls. and Foundation Recommendation
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
Jack Martin /w/ 1 set encls.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPL ☐
MAR 15 1979
TAA Baysdon File: PM FA LG OP

81-128-1367

8919

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project RS-A323
Applegate River Bridge
Fish Hatchery Road, Josephine County
Bridge 1332A

DATE: February 23, 1979

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's letter of February 8, 1979, adequately explains why the cost estimates between October 1976 and January 1979 were so different. With this explanation, we find the project acceptable.

G. L. Green

cc:
OSHD (W J Hart)
OSHD (E S Hunter)

NOTED
E. S. HUNTER

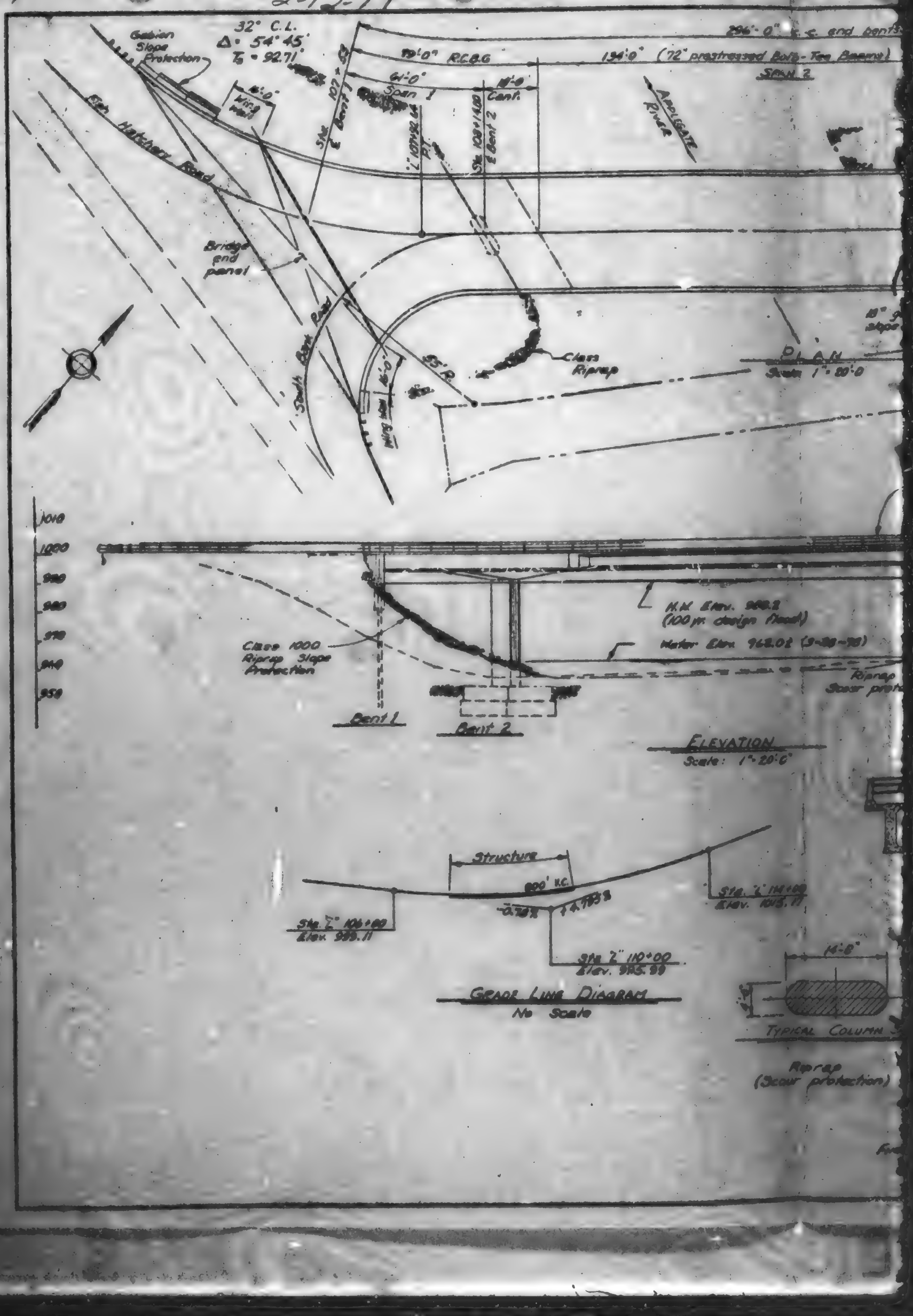
RECEIVED
TECHNICAL SERVICES
FEB 27 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FEB 26 79
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Anthony Shirley

8919

2-12-79


32° C.L.
Δ = 54° 45'
T = 92.71'
Gabion Slope Protection
Wing Wall
Sta. 102+58 ℄ Bent 1
Sta. 108+14.00 ℄ Bent 2
70'-0" R.C.B.G
Span 1
Cant.
134'-0" (72" prestressed Bulb-Tee Beams)
SPAN 2
296'-0" c. to c. end bents
Applegate River
6th Hatchery Road
Bridge end panel
South Bank Road
65' R.
Class Riprap
PLAN
Scale 1" = 80'-0
Class 1000 Riprap Slope Protection
H.W. Elev. 969.2
(100 yr. design flood)
Water Elev. 962.02 (9-28-78)
Riprap Scour prot
Bent 1
Bent 2
ELEVATION
Scale: 1" = 20'-0"
Structure
800' R.C.
Sta. 2" 106+00
Elev. 999.11
Sta. 2" 114+00
Elev. 1005.11
Sta. 2" 110+00
Elev. 1003.99
GRADE LINE DIAGRAM
No Scale
14'-8"
TYPICAL COLUMN
Riprap
(Scour protection)

296'-0" c.c. end bents

Prestressed Bulb-Tee Beams)

SPAN 2

45'-0" R.C.B.G.

15'-0" Cant.

65'-0" Span 3

Sta 108+49.00 ℄ Bent 3

Sta 110+49.00 ℄ Bent 4

Bridge end panel

1'-1½"

2'-0" 2'-0" 3'-0" Parapet

45'-1" 0"

1½"

18" gabion slope protection

PLAN

Scale 1"=20'-0

Existing structure, 20'± wide steel truss span with timber approach spans, total length ±250'± (to be removed by contractor).

Std. 3 tube traffic rail per dwg. 23453 or 23470 (Lt. & Rt.)

Orig. Ground 45' Lt.

Original Ground 20' Rt.

Gabion slope protection

Riprap Scour protection

Bent 3

Bent 4

ELEVATION

Scale: 1"=20'-0"

Std. 3 tube traffic rail per dwg. 23453 or 23470 (Lt. & Rt.)

14'-0"

4'-0"

TYPICAL COLUMN SECTION

Riprap (Scour protection)

Finish Grade

ELEVATION - BENT 3

Scale ½"=1'-0

R6E R7E

T35S

T36S

T37S

Scale in Miles 0 1 2 3 4

Galice Pass

Rogue River

Hwy 199

Applegate River

Fish Hatchery Rd.

Mt. Reuben

Structure Site

VICINITY MAP

40'-5" O.O.

1:2½

38'-0" Roadway

1'-2½"

7'-0" Shld. | 11'-0" Lane | 12'-0" Lane | 7'-0" Shld.

5 Beam spaces @ 6'-7" = 32'-11"

6'-0" ± Slope depth

℄

E

TYPICAL SECTION AT MIDSPAN (SPAN 2)

Scale: ½"=1'-0"

APPROVED by JOSEPHINE COUNTY BOARD OF COUNTY COMMISSIONERS

By George A. Calvert Abser Commissio

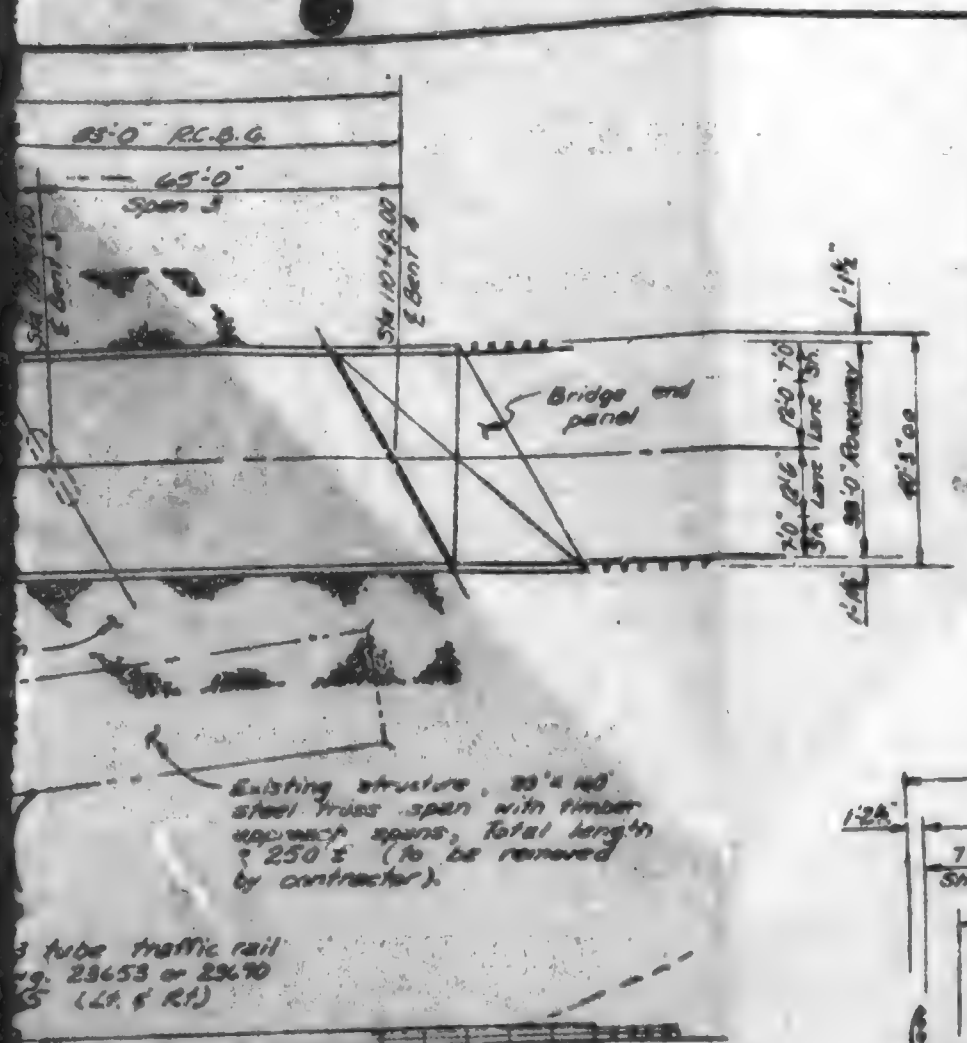
By Mary E. Laughlin Commissio

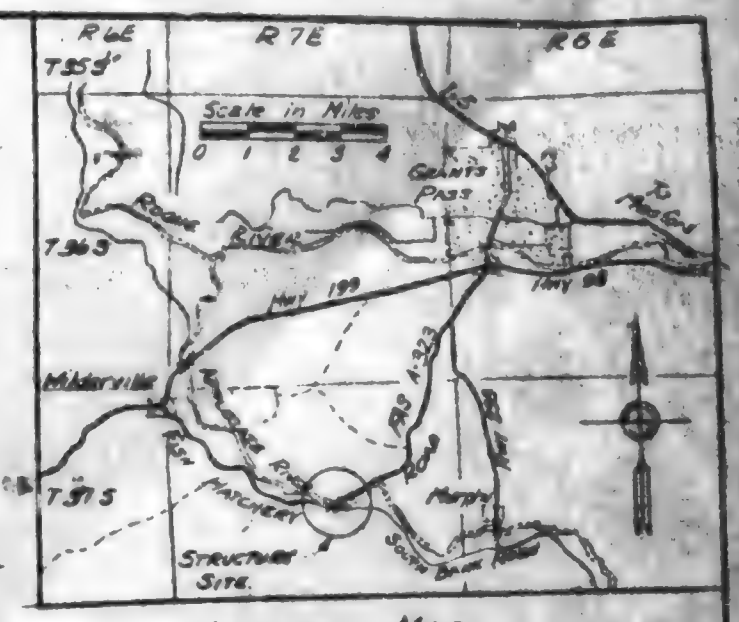
By Bob Fitzpatrick Commissio

February 8, 1979

Date

APPROVED:	OREGON STATE HIGHWAY DIVI BRIDGE SECTION
BRIDGE ENGINEER	APPLEGATE RIVER BRIDG
DEPUTY STATE HIGHWAY ENGINEER	FISH HATCHERY ROAD - FAS. JOSEPHINE COUNTY
DESIGNED	PRELIMINARY PLAN & ELEVA
DRAWN Geo. M. Hansen	ACCOMPANIED BY OWR
CHECKED	DATE JAN. 9, 1979 SHEET L.
REVIEWED	BRIDGE NO. 1332 A DRAWING NO.
REVIEWED	
CALC. BOOK	
DATE / REVISION	


85'-0" R.C.G.
65'-0"
Span 3
Sta 110+42.00
℄ Bent 4
Sta 109+77.00
℄ Bent 3
Bridge end panel
1'-1½"
2'-0" Curb
18'-0" Roadway
2'-0" Curb
42'-3"
Existing structure, 93'-4" 110' steel truss span with timber approach spans, total length 250'± (to be removed by contractor).
3 tube traffic rail
Sta. 23653 or 23670
℄ (Lt. & Rt.)
45° Lt.
Original Ground
20' Rt.
Grouted slope protection
Bent 4
Bent 3
Std. 3 tube traffic rail
per dwg. 23653 or 23670
(Lt. & Rt.)
ELEVATION - BENT 3
Scale: ¼" = 1'-0"


R 6 E
R 7 E
R 8 E
T 35 S
T 36 S
T 37 S
Scale in Miles
0 1 2 3 4
Grants Pass
Rogue River
Hwy 199
Hwy 99
Hwy 99
Mile 10
Mile 9
Mile 8
Mile 7
Mile 6
Mile 5
Mile 4
Mile 3
Mile 2
Mile 1
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Mile 11
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Mile

9919

GENERAL FILES

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 8, 1979

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

Applegate River Bridge
Bridge 1332A
Fish Hatchery Road — FAS A323
Josephine County

This letter is in answer to questions raised in your letter of January 31, 1979 regarding the increase in estimated cost of the project from $528,000 estimated in October 1976 to the current estimated cost of $1,050,000.

The major contributing factor was an increase in the estimated structure length from 200 feet in the original project estimate to the required length of 296 feet shown on drawing 33234. The 200 foot length was determined prior to field survey work.

The cost of inflation, using a conservative rate of 10 percent per year, or 25 percent for the two and one-half years since the original estimate was made, accounts for another major part of the increase.

Grading and paving costs were underestimated, being shown as $24,000 on the application for funds. The current estimated cost for these items is $138,000 not including engineering and contingencies.

Site conditions and alternate methods of construction were studied to determine an economical way to span the river. The average velocity at flood stage is 20 fps, and it is estimated to exceed 25 fps at midstream. For this reason a long, clear main span is needed. A structure consisting of three simple spans was considered but was estimated to cost about $50,000 more than the plan submitted. It would also have required falsework towers in the river to support the center span similar to construction of Gaylord Bridge (Br. 16349) in Coos County. A steel plate girder structure was estimated to cost about $200,000 more than the plan submitted.

RECEIVED
TECHNICAL SERVICES
FEB 9'79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Agt	File

Form 81-731-0027 (8-77)

Realigning South Bank Road was also considered with the aim of reducing the size and cost of the structure. The estimated cost of grading work and additional right of way was found to exceed the structural cost of flaring the bridge end so the idea was not used.

A slight reduction in roadway width would not allow a reduction in the number of beams required. An attempt to get the best possible prestressed beam prices will be made by indicating an alternate beam design on contract plans to allow the use of beams from a supplier in the State of Washington. Deep pile caps will be used at bridge ends which will cost less than freestanding abutments.

We feel that the plan submitted represents a satisfactory solution to the crossing of Applegate River and is economical considering site requirements and current market prices. We, therefore, request approval of the preliminary plan as submitted.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
D. H. Moehring
Alfred Shirley

8919

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Oregon Project BS-A323(1)
Applegate River Bridge (No. 1332A)
Fish Hatchery Road
Josephine County

January 31, 1979

HBR-OR

C. L. Green, Division Administrator

Mr. H. S. Coulter, State Highway Engineer

NOTED
E. S. HUNTER

We have just reviewed the Applegate River Bridge (No. 1332A) on Fish Hatchery Road in Josephine County and note that you have more than doubled the cost of the project. We recognize that the bridge is now longer and wider; however, the cost increase does not appear commensurate with this change.

The unit cost for the structure appears to be unnecessarily high. Is this figure correct? Can a different type of structure effect some economy? Is it necessary to have six beams even if the roadway section is reduced slightly? Can the South Bank Road be warped slightly into the bank and reduce the heavy skew at the bridge end and decrease the cost? Inflation can account for about 14-15 percent increase and your costs far exceed this value.

Please review the proposed work and inform us why there is such a significant increase in cost.

Original Signed by
H. A. Schell
Division Bridge Engr.

C. L. Green

cc:
OSHD (W. J. Hart)
OSHD (H. J. Hunter)

RECEIVED
TECHNICAL SERVICES
FEB 1 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8919

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Alfred Shirley
Region 3 Engineer
Attn. Jack Ayres
Reg. Fed. Aid Engr.

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: January 26, 1979

SUBJECT:
Applegate River Bridge
Applegate R. Br. Sec.
Fish Hatchery Road (FAS A323)
Josephine County
Bridge 1332A

Enclosed are four reduced prints of drawings 33234 and 33400 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 138,000
Structure	737,000
Engineering & Contingencies	175,000
Total	$1,050,000

Please use these prints to obtain the approval of Josephine County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

Non-standard shoulder widths were used to allow for pedestrian traffic.

It is planned to call for bids on this project on May 24, 1979.

GWV:dh

cc H. A. Schell /w/ 1 set encls. and Hydraulic Report
D. O. Christensen /w/ 1 set encls.
County-City Unit
Maxine Banks (Environment) /w/ 1 set encls.
J. E. Christopherson /w/ 1 set encls.
W. D. Owen, Josephine County

PROJECT MANAGEMENT
PME ☐ CCE ☐
LCE ☑ FAE ☐
JAN 29 19[illegible]
File: PM FA
TAM Prange

THE ABOVE ESTIMATE PUTS JOSEPHINE COUNTY -4.4 yrs. THEY would have to furnish $66,000 ADDITIONAL FEDERAL FUNDS BEFORE A FULL 5 YR. ADVANCEMENT

How many years advancement?

01.125.1307

8719

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 27, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Virgil Wilson
Reg. R/W Supervisor

REGION 3

SUBJECT: File 50312-A

Applegate River Bridge Sec.
Fish Hatchery County Road
Josephine County

Attached you will find six copies of one revised option form covering right of way to be acquired in connection with Applegate River Bridge Section of Fish Hatchery County Road in Josephine County.

The Federal Aid Project Number is RS-A 323 (1).

Additional right of way needed for a guard rail flare has been added to Parcel 2.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of Map 1R-4-665 covering this area and bearing our date of November 20, 1978.

File No.	Name	Area
50312-A	George Wilson	0.32 ac 0.54 ac

AC:nn
Enc. 1 Option, etc.
cc: A. Shirley/2 prints
M. Mead/1 print
F. Lowe
Title/1 print
A. Riveness/Exhibit
County-City

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 28 1978
File: PM FA
LG OP
TAA

8919

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 7, 1978

William Penhollow
Executive Assistant
Association of Oregon Counties
P. O. Box 12729
Salem, Oregon 97309

Dear Bill:

Subject: Advance Funding
Applegate River (Fish Hatchery) Br.
FAS Route A-323
Josephine County

Under date of October 7, 1976 the Josephine County Board of Commissioners requested a project for replacement of the subject existing structure estimated to cost $528,000.

The proposed project was approved by the Oregon Transportation Commission in November of 1976 and consists of replacing a narrow steel arch truss built in 1928.

Under date of March 17, 1977, the Federal Highway Administration approved funding for preliminary engineering and right-of-way acquisition.

During the interim between March 1977 and October 1978, the preliminary survey work, field engineering, office and bridge design activity has affixed the current cost estimate at $1,020,000. This current estimate has been discussed with Josephine County and based on current trends and inflation it has been determined to proceed.

Currently Josephine County would be 6.6 years in arrears under the formula used for such funds if they were allowed to use the entire committment of FAS-C funds. They receive some $85,000 annually as their apportionment and it appears under the 1978 Federal Highway Act this will increase some 25% to 50% annually over the next three years.

Would you please review this matter and taking into consideration the increased apportionment, submit to the Technical Committee and/or the Roads and Parks Committee for acceptance or rejecting the allowance of Josephine County to be eligible for advanced funding for this on-going project.

This appears to be a valuable project to the area due to large timber lands and other commodities in the immediate vicinity dependent on the structure.

Josephine County is on record of being able to provide necessary matching funds for a project of this nature up to a maximum amount of $1,072,815 and I recommend approval of advance funding for such.

Very truly yours,

Gerald W. Wimer
Local Government Manager

DNH:dmc
cc: F. B. Klaboe
E. S. Hunter
W. Hart
A. Shirley

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
NOV 9'78
REFER TO
FOH

8919

Oregon State Highway Division

REGION 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No.: PRO 6

October 17, 1978

Mr. Wally Owen
County Road Supervisor
Josephine County
200 N.E. "D" St.
Grants Pass, OR 97526

Dear Mr. Owen:

This will acknowledge your letter of October 16, 1978 confirming Josephine County's intent to proceed with the Applegate River Bridge project based on the latest cost estimate figure of $1,020,000.

By copy of this letter I am forwarding your letter to the Project Management Section in Salem for documentation of county commitment to this project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring
George Thornton
Ron Busey
Walt Hart

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 19 1978
TAA _____ File: PM FA LG OP

Form 734-3122

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 / EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 / EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

October 16, 1978

Mr. Jack Ayers
Regional Federal Aid Engineer
Department of Transportation
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re: Applegate River Bridge
Reconstruction
Bridge No. 1332A
Fish Hatchery Road-FAS A 323
Josephine County

Dear Sir:

In review of the most recent project estimate now totaling $1,020,000.00, with the Board of County Commissioners on October 11, 1978, this office is able to re-affirm Josephine County's intent and desire to continue with the project to be financed on the basis of the following proposal:

The projected 5 year accumulation of FAS money allocated to Josephine County is projected to be $770,206 with local match money of 14% will provide funds of $878,035. The annual projected allocation of FAS funds for the 2 year term of the contract is expected to be $85,430 annually with a 14% match of local funds would provide $97,370.90 will provide a total estimated resources of $1,072,815 which will be adequate to cover the estimated cost of the Fish Hatchery Road Bridge project.

Please forward this letter as notice of Josephine County's intent to continue the project under the above described proposal for financing.

Thank you for your attention to this matter.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

8919

10-10-78

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet

Bridge APPLEGATE RIVER BRIDGE County

Calculations by GEO. V. Date 9-20-78 Bridge No. 1332A

Checked by

ESTIMATED CONSTRUCTION COST

NEW STRUCTURE =	$ 828,000 ⁰⁰	
REMOVE EXISTING STRUCTURE =	32,000	
SUBTOTAL	860,000 ⁰⁰	INCLUDING 20% E & C
GRADING, PAVING, ETC	160,000 ⁰⁰	
STRUCTURE COST + APPROACHES =	$ 1,020,000 ⁰⁰	

PROJECT MANAGEMENT
PME ☐ CCE ☐ OE ☐
LGE ☑ FAE ☐ GE ☐
SEP 22 1978
Bridge Engineer
File: PM FA
TAA LG CP

Letter from Co. wanting extension byrn 5yr. limit. Jerry will talk to Bill Penhollow next Tues. AHP

9-25-78
cc Bud Shirley w/attach
Bridge has refined their estimate. Please share this info w/County. Depending on bid they may need to add some 100 per cent County money or secure AOC approval to exceed a 5 year advancement of funds.

10-5-78 (2:30 pm) Bud Shirley says data had delivered to Co. they want the wider structure & are making a decision on how or if they will finance. Don H.

Nora: 9-25-78
Why not let the bids go for May 1979 letting & we will amend as usual if acceptable adjustment made soon completion 1-2 years later after several apportionments. Don H.

10-9-78
Jack Ayres will meet with County 10-10 to see what course of action they desire to take. Don H.

10-11-78 - Call to Ayres informed him if 10-10 call he will contact Robertson. Don H.

10-10-78
Del Robertson called. I told him of latest happening - Ayres will contact & worse out the details - it seems the contract schedule is carrying the proj. @ $1,049,000 which could be covered by 9-25 note above
Don H.

PRELIMINARY

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name APPLEGATE RIVER BR. County JOSEPHINE Bridge No. 1332A
Section and Station _____ Highway _____
Estimate Made By GWV Date 9-18-79 Checked By _____ Date _____
Description

Estimate From No Plans Sketch Completed Plans Drawing No.
(Strike out the ones which do not apply)
Calculation Book No. _____ Loading HS-20

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All	All		All	8%	51,000
Shoring, Cribbing, etc.	All	All		All	40,000	40,000
Structure Excavation	Cu.Yd.	500	—	500	15.00	7,500
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No. 7 @ 30', 8 @ 35')	Lin.Ft.	1930	—	1930	11.00	21,230
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All	All		All	10,000	10,000
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.	1930	—	1930	2.00	3,860
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 3300	Cu.Yd.	450	230	680	195.00 210	133,800
" " " 4500	Cu Yd		280	280	220	61,600
CONC. SEALS (INCL. ETC.)	Cu. Yd	135	—	135	100	13,500
Metal Reinforcement @ 150 & 250	Lbs.	67,500	127,500	195,000	35¢	68,250
Structural Steel	Lbs.					
Prestressing Steel	Lbs.	—	44,000	44,000	1.25	55,000
119.00 Prestr. Conc. (7' deep I-BMS x 60')	Each	—	18	18	7000	126,000
C 4' x 36" slabs x 60'	EA		10	10	4500	45,000
Rail # 3 tube TRAFFIC RAIL	Lin.Ft.	—	680'	680	42.00	28,560
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.	—	260	260	43.00	11,180
Expansion Jts.	Lin.Ft.	—	47	47	50.00	2,350
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
150.00 RIPRAP FOR SCOUR PROTECTION	Cu Yd	250	—	250	15.00	3,750
EXIST END RIPRAP	Cu. Yd.	750	—	750	10.00	7,500
Removal of old Bridge	All	—	—	—	—	(25,000)
Maintenance of Traffic	All	—	—	—	—	
Subtotal						690,080
Plus 20 Percent for Engineering & Contingencies						138,016
TOTAL COST						$ 828,096

TOTAL = 828,000 + 32,000 for BRIDGE REMOVAL
= $ 860,000.00 INCL 20% E & C

8919 APPLEGATE RIVER BRIDGE - DR = 1532 A.
GWV - 8-9-78 9-12-78

MEMO TO FILE -

GEO. SCHOESSLER - (RON BUSEY) 479-4272

ESTIMATE. - BASED ON CURRENT PRICES

STRUCTURE INCL 20% E&C = $ 739,000.00
(INCLUDES CLASS 700 RIPRAP & PIERS.)

Bridge Removal work = $ 25,000
+ MOBILIZATION & 20% E&C 8,400

Total = $ 33,400 → 34,000

TOTAL ESTIMATED STRUCTURE COST. 773,000.00

STRUCTURE $ 616,000.00
- 46

STRUCTURE COST = 570,000.00 w/o MOBILIZATION OR E&C
BR. REMOVAL = 25,000

$ 595,000 + 6% INFLATION FACTOR TO BE ADDED BY RESIDENT ENGINEER.

ESTIMATED COST OF $ 595,000.00 NOT INCL. ENGINEERING, CONTINGENCIES, OR MOBILIZATION GIVEN TO RESIDENT ENGINEER'S OFFICE BY PHONE (GEO. SCHOESSLER) 5-8-78, 3:10 p.m.

Geo. Vaughn

NOTE 9-12-78
In discussion w/ Hart-Thompson-Vaughn, agreed this is the latest estimate, a review will be made for revised costs to be discussed with Reg. 3 & County - see memo of 8-22-78 - Don H.

8919

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 23, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Virgil Wilson
Reg. R/W Supervisor

REGION III

SUBJECT: File 50312-A etc.

Applegate River Bridge Section
Fish Hatchery County Road
Josephine County

Addition*

Attached you will find four original Option forms in sextuplet covering right of way to be acquired in connection with Applegate River Bridge Section of Fish Hatchery County Road in Josephine County. This contract is scheduled for letting on May 31, 1979.

The Federal Aid Project Number is RS-A323 (1).

We understand that Josephine County is to acquire this right of way.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 17, 1978.

We are attaching three prints of Map IR-4-665 covering this area and bearing our date of August 18, 1978.

* File No.	Name	Area
50312-A	George Wilson	0.32 ac.
		0.46 ac.
		0.70 ac.
50312-B	Harlan D. & Ruby Jo Wood	0.05 ac.
50312-C	Darrell Bell	0.01 ac.
50312-D	David W. & Mary A. Friesen	

AC:nn
Enc. 4 Options, etc.
cc: A. Shirley
Milner Mead
Frank Lowe
Title
A. Riveness/Exhibit
G. Wimer (Proj. Mgmt.)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 24 1978
File: PM FA
TAA _____ LG OP

8919

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 21, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Virgil Wilson
Reg. R/W Supervisor

REGION III

SUBJECT: File 50312-A etc.

Applegate River Bridge Section
Fish Hatchery County Road
Josephine County

Attached you will find four original Option forms in sextuplet covering right of way to be acquired in connection with Applegate River Bridge Section of Fish Hatchery County Road in Josephine County. This contract is scheduled for letting on May 31, 1979.

The Federal Aid Project Number is RS-A323 (1).

We understand that Josephine County is to acquire this right of way.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 17, 1978.

We are attaching three prints of Map 1R-4-665 covering this area and bearing our date of August 18, 1978.

File No.	Name	Area
50312-A	George Wilson	0.32 0.46

AC:nn
Enc 4 Options, etc.
cc: A. Shirley/2 prints
Milner Mead/1 print & Auth. List
Frank Lowe
Title/1 print
A. Riveness/Exhibit
G. Wimer (Proj. Mgmt.)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 23 1978
File: PM FA
LG OP
TAA

Date 8/18/8219

PROJECT MANAGEMENT OFFICE MEMO

Subject Applegate River Bridge File No.

Received (call) (~~visit~~) from Duane Christensen

Address Design Quoted to Josephine Co at meeting in Grants Pass Phone

Made (call) (visit) to

Reason for contact and general discussion: Retaining Structure 26,000 → 200.000

New Estimate: Bridge - - - $ 906,000 ~~869.000~~

Roadway - - - $ 143,000 143.000

Total $ 1,049,000 869.000

Called Jack Ayers and informed him of the new estimate.

P.S. — THIS PUTS JOSEPHINE CO. - 6.7 years in the Hole

C.C. Jack Ayers

Signature

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) Reynoldson

Circulate: PME LGE OPE FAE CCE OM ~~Other~~

Rod Shirley from Bridge Sec 8/22/8

N B B

FEDERAL AID PROJECT REQUEST

Date October 7, 1976

Applicant Agency County of Josephine, Oregon

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. ~~17-105~~ A323 Route Name Fish Hatchery Road

Project Name Fish Hatchery Road Bridge over Applegate River

Project Length 900 feet Project Location (Attach sketch map)

Project Description Replace existing thru truss bridge. See attached plan
Applegate River Bridge O.S.H.D. map Drawing No. 3470

Average Daily Traffic 550 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18 Travel Lanes 2 Shoulders 0
Medians None Parking None
Sidewalks None
Remarks Narrow bridge inadequate for truck passing

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 feet Travel Lanes 2 - 12' Shoulders 4 feet
Medians None Parking None
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway Described to provide separate walk or bikeway
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 40 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks 2 Per Glen Clark 11-1-76

RECEIVED
COUNTY & CITY SECTION
OCT 25 1976
☐ ENGR. ☒ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

App'd ODOT 11/23/76

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Section 15, Township 37 South, Range 6 W W M, Josephine County, Oregon

Type Thru steel arch truss

Approach Roadway Width 18 feet Shoulder Width 1 foot

Length 300 feet Width

To remain in place? No

64 + 69 + 160 = 300'
MAIN SPAN

2. Proposed Structure:

Location Box girder

Approximate Size: Length 200 feet Width 36 feet
30' C-C

Are sidewalk/bikeways desired: Yes 4' S.W. 1 side only

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad N/A

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Planning Office, Laura Smith (Office)
2. Environmental — D.E.Q. Office, Medford, Oregon (Office)
3. Public Hearing — Engr. Div., W. D. Owen, Supervisor (Office)

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Signing and striping

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 24,000
Right-of-way costs (if participating)	500
Traffic control	
Illumination	
Structures	475,000
Railroad	
Other	
Preliminary engineering	28,500
PROJECT TOTAL	$ 528,000

8/10 = $1,049,000
8/22 = $ 869.000

Remarks 20 pages Memo attached

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Josephine COUNTY

By _____ By Wm. M. Calvert

By _____ By James D. Barker

By M. C. Poughnidge

8919

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
May 25, 1978

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Applegate River Bridge
Fish Hatchery Road
Josephine County
517-1910

TO: Frank Terpin
Location Engineer

Resident
Ronald V. Busey

Enclosed is the following listed data for the subject bridge replacement project:

1	Roll	Vicinity Map
1	Roll	Copy Vicinity Map (proposed R/W)
1	Roll	Main Line X-Sections with Super-elevation Chart
1	Roll	Temporary Protection and Direction of Traffic w/summary
1	Roll	"P" & "P&B" lines X-sections
1	Roll	Flood Plain Information (1964 flood)
1	Roll	Vicinity Map Work Sheet
1	Roll	Existing Bridge Plan
1	Roll	River Profile
1	Roll	"R" X-sections
1	Book	Field Notes
1	Pad	Computation Sheets
1	Pad	Traverse Sheets
1	Folder	Photographs
1	Copy	Assessor's Map
1	Copy	Narrative Report
1	Copy	Quantity Summary & Cost Estimate
1	Copy	Locating Engineer's Statement
1	Copy	Paving Limits
1	Copy	Hydrologic and Hydraulic Data Checklist

Josephine County has requested that the state make the required appraisals for property acquisition and that they (the county) would handle negotiation and purchase. Please process through R/W description phase. Deed copies will be forthcoming.

jwg/cw
Encl.

cc Virgil Wilson
Ron Busey

Ret'd to Carstenson 5/30/78

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

(1)

SECTION APPLEGATE RIVER BRIDGE UNIT OR PART _____ Sheet 1 of 2

HIGHWAY FISH HATCHERY ROAD PREFIX 517-1910 COUNTY JOSEPHINE

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	106.13	FURNISH FIELD LABORATORY	EACH	1	2000.00	2,000.00
2	110	MOBILIZATION (9%)	ALL	ALL		61,210.00
3	111	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC (2%)	ALL	ALL		13,601.00
4	111.11	TEMPORARY SIGNS	SQ. FT.	310	6.00	1,860.00
5	111	FLAGMEN	HOUR	500	18.00	9,000.00
		ROADWORK				
6	201	CLEARING & GRUBBING (0.5 acres)	ALL	ALL		2,500.00
7	202	REMOVAL OF STRUCTURE	ALL	ALL		25,000.00
8	224	OBLITERATION OF OLD ROADWAY	SQ. YD.	222	1.00	222.00
9	203	GENERAL EXCAVATION	CU. YD.	5,012	3.50	17,542.00
10	74-3 Page 11-10	GABION SLOPE PROTECTION	CU. YD.	278	60.00	16,680.00
11	714	RIP-RAP	CU. YD.	25	20.00	500.00
12	233	WATERING	M-GAL	20	10.00	200.00
13	304	AGGREGATE BASE	TON	960	7.00	6,720.00
14	403	CLASS "B" ASPHALT CONC. MIX	TON	550	22.00	12,100.00
15	403.12	ASPHALT CEMENT IN CLASS "B" MIX	TON	36	99.00	3,564.00
16	407	ASPHALT IN TACK COAT	TON	0.5	500.00	250.00
17		12 INCH CULVERT	LIN. FT.	35	15.00	525.00
18		30 INCH CULVERT (33.00/lin.ft.$10/cu.yd exc. $10/lin.ft under a.c.)	LIN. FT.	90	44.00	3,960.00
19	606	GUARD RAIL TYPE 2A	LIN. FT.	325	10.00	3,250.00
20	606	GUARD RAIL TYPE 3	LIN. FT.	100	20.00	2,000.00
21	606.14	GUARD RAIL ANCHORS TYPE 1	EACH	3	275.00	825.00
22	606.14	GUARD RAIL ANCHORS TYPE 2	EACH	1	300.00	300.00
23	606	GUARD RAIL END PIECES TYPE "C"	EACH	3	125.00	375.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

(2)

SECTION APPLEGATE RIVER BRIDGE UNIT OR PART _____ Sheet 2 of 2

HIGHWAY FISH HATCHERY ROAD PREFIX 517-1910 COUNTY JOSEPHINE

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
24		SEEDING AND MULCHING	ACRE	0.7	1,000.00	700.00
		STRUCTURE				
		BRIDGE NO. 1332A				570,000.00
		SUB-TOTAL				754,884.00
		ENGINEERING & CONTINGENCIES (12%)				81,610.00
		TOTAL				836,494.00

SECTION: APPLEGATE RIVER BRIDGE
HIGHWAY: FISH HATCHERY ROAD (COUNTY) FAS A-323
COUNTY: JOSEPHINE
PREFIX: 517-1910
RES. ENG. RON BUSEY

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is a bridge replacement project located on the Fish Hatchery road about 8 miles southwest of Grants Pass on the Applegate river. The project will include the structure, grading aggregate base, paving, guardrail, slope protection, and removal of the existing structure.

The southwesterly terminus is at engineers station 105+50. This is located 5.2 miles easterly of the junction of Fish Hatchery road with highway 199 at Wilderville (199 M.P. 8.13). The northerly terminus is at engineers station 114+00. This is located 1.84 miles west of the junction of Fish Hatchery road and New Hope road (county).

The total length of the project is 0.16 miles. This is a 2 lane road located in a primarily rural residential and farming area. There is little truck and commercial traffic.

The 1976 ADT is 490 vehicles.

TYPICAL SECTION: The county origionally wanted a section with a bikeway on one side seperated from traffic by a concrete barrier. After consulting with design and the bikeway engineer we found that this is not acceptable and so the design was revised and the typical section for the new structure will be as follows:

2 12' travel lanes
2 7'4½" shoulder and bikeway

The typical section for the roadway is as follows:

2 12' travel lanes
2 9' shoulders and bikeways

The surfacing depths are:

2" Class "B" A.C. (final stage)
4" Class "B" A.C. Pavement
7" Aggregate base.
(See attached surface design from C. Gregg)

The subgrade width will be 54 feet.

HORIZONTAL ALIGNMENT: Several alternate alignments were considered. These include one alternate upstream from the existing structure and two downstream. After a public hearing conducted by Josephine county the downstream alternate nearest the existing structure was chosen. This received unanimous approval of the local residents and was the choice of Josephine county road division.

The alignment consists of a unspiraled 32° curve at the southern end of the new structure and a 20° unspiraled curve at the northern end to reconnect to the existing roadway.

This is a substantial improvement at the southerly end of the structure and a slight improvement at the northerly end.

The curves project onto the new structure for short distances at both ends.

VERTICAL ALIGNMENT: The grade on the new structure will be substantially the same as the existing structure. The maximum grade is 3.99% at the northerly end of the project. There is a 300' vertical curve on the structure.

MATERIALS: There will be about 5,000 cubic yards of excess excavation to be wasted. We recommend that it become the property of the contractor to dispose of. In talking this over with Josephine county road department they indicated they have no nearby disposal areas available. They felt the contractor could probably find property owners in the area who could use fill material.

All aggregate materials may be obtained from local commercial sources. There are several gravel sources near the area. A couple of local contractors have aggregate operations near the confluence of the Applegate and Rogue rivers. These are about 8.4 miles from the project. The county also has a gravel bar and crushing operation about 2.4 miles upstream from the project.

RIGHT OF WAY: The required right of way will be obtained by Josephine county after appraisal are done by our right of way department. The proposed right of way map has been submitted to our region right of way section.

STRUCTURE: A tentative design was done by our bridge department for the countie's public hearing. This

design called for a 305' structure and 40' 9" out to out width. The revised typical section still calls for a 40' 9" wide structure with bikeways on both sides. The concrete barrier between traffic and the bikeway was eliminated. This should not change the basic design of the structure as presented by the bridge dept.

The design calls for a 180' span and uses prestressed beams. This may present a transportation problem as the county roads leading to the site are narrow and crooked in some places. There are some right angle corners on all routes to the project.

SUBSURFACE EXPLORATION: This has not been done as yet. The region geologist anticipates drilling to begin as soon as a permit is obtained from the effected property owner.

REMOVAL OF EXISTING STRUCTURE: After completion of the new structure and required roadways the old structure will have to be removed. This will become the property of the contractor. The county does not want any part of the structure nor do they want it used elsewhere on their county road system.

After the existing structure has been removed the old ramps, piers, and any remaining roadway will be obliterated and contoured to blend in with the surrounding area. The exposed ground shall be seeded and mulched.

HYDROLOGY: <u>High water profile</u>. Earl Purdy started this survey and did some investigations for the high water profiles and I following up with further investigation. According to local people I and my designer talked to the 1974 flood was the highest on record in this area. All high water data obtained reflects the 1974 flood.

There is a stone dam built to create a pool for irrigation pumps to fill the ditches. This is located about 1000 feet downstream from the location of the proposed new structure. In talking to a Mr. Rand, who lives in the area, Earl determined the elevation of the high water at this point to be 983.8 + or -. We checked this out and it seems to be correct.
Upstream about 500 to 700 feet we have observed some debris in the trees but it seems a little low. A Mr. Radcliff, who lives in the area, says the water was up around a certain pear tree on his property. The would make the high water

elevation between 982 and 98[illegible] This confirms a elevation of 985 found by observing some debris by Earl's survey crews in this area.

A county employee says the water was 3 or 4 feet below the bottom of the beams on the bridge at it's highest level. This would also make the elevation about 985 or 986.

We could not find any confirmation of one resident's claim the water was over the bridge. He may have it confused with some other area.

Included in our submitted data is a copy of a U. S. Army Corp of Engineer's report on the 1964 flood. In this report is a estimate of the effect the Applegate Dam will have on flood levels. As this dam is now under contract you may want to take this into consideration in your design.

We also checked elevations of the high water at Fish Hatchery county park located about ½ mile downstream. The channel widens out quite a bit here and instead of about 20 feet difference between high and low water we found it was about 16 feet here.

We are submitting profiles of high and low water levels with the project.

DRAINAGE: There is a 30" culvert under the existing roadway located to the right of station 107+50. This will have to be abandoned and a new culvert installed to the west. The existing culvert's outlet is located where the end of the new structure will be placed. The new culvert should be plugged. The outlet will have to be rip rapped to prevent erosion of the river bank.

There is a driveway pipe to be replaced near station 112+50.

All other roadside drainage flows toward the river. The ditches can be emptied into the river bank and rip rapped to prevent erosion.

The price on the estimate of cost includes trench excavation and extra for pipe under pavement in the per foot cost of the culvert pipe.

There are no other drainage problems.

PERMANENT SIGNS: Josephine county road department said they would install all required permanent signing.

STAGE CONSTRUCTION: The new structure is located far enough downstream to allow maintenance of traffic through-

out most of the contruction without interference. It may be necessary to detour traffic around the construction of the end panel on the north end of the structure.

The grades are such that no removal of existing roadway is required to construct the new bridge approaches. Some widening will be necessary at each end of the project. The contractor can construct the new roadway up to the existing roadway and then make the connection and required widening after the new bridge is ready for traffic.
The connection can be constructed under traffic by flagging and one way traffic for short periods when required.

TEMP. PROT. & DIR. OF TFC.: A signing plan and a summary of flagging hours is included in the plans and quantity computation pad. There are no special problems other than those mentioned previously in this narrative.

UTILITIES: There are telephone and power lines which will have to be adjusted. A utility map has been submitted to the region utilities engineer.

8919

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1728, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

March 16, 1978

Mr. Wally Owen
Supervisor, Engineering Div.
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

This will acknowledge a letter dated March 9, 1978, from the Josephine County Board of Commissioners concerning a public meeting held regarding the FAS-C Fish Hatchery Road Bridge Replacement project no. RS-A323(1).

We appreciate the kind words and will proceed with the preliminary engineering phase.

By a copy of this letter I am asking Mr. Virgil Wilson, Regional Right-of-Way Supervisor, to contact you again now that the bridge location is firm so that if you wish the state to assist in right-of-way acquisition, an agreement can be developed.

Also, Mr. Busey's attention is drawn to the mention of permits that the Commissioners wish the state to obtain. He will work with Mr. Keyes and Mr. Trout in this regard.

This project is on the current contract letting schedule for the last quarter of 1978.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 20 1978
File: PM FA
LG OP
TAA

JOSEPHINE COUNTY OREGON

Board of Commissioners
GEORGE A. CALVERT
BEN KILPATRICK
M. C. LOUGHRIDGE
Duane Schultz, Legal Counsel

(503) 476-8881

COURTHOUSE GRANTS PASS, OREGON 97526

March 9, 1978

Mr. Glen Clark
Regional Federal-Aid Engineer
Oregon State Highway Department
Region III
1523 Cobb Street
P. O. Box 1128
Roseburg, Oregon 97470

Re: Applegate River Bridge
Bridge 1332A
Fish Hatchery Road - FAS A323
Josephine County, Oregon

Dear Sir:

A public hearing was held on Wednesday evening, March 8, 1978, in Room 156, Josephine County Courthouse, Grants Pass, Oregon, for the purpose of explaining alternatives for location of the replacement of the Applegate River Bridge and to accept testimony from the public. The meeting was advertised by news releases in the Grants Pass Courier and KAGI and KAJO radio stations. Also a notice was published in the Grants Pass Courier advising any interested person of the meeting.

The meeting was held by the Board of County Commissioners with staff assistance from W. D. Owen, Engineering Supervisor, Josephine County Road Department; Del Robertson, Construction Coordinator, Josephine County Road Department and Ronald Busey, Resident Engineer, Oregon State Highway Department.

An explanation of the need for the replacement of the bridge because of structural defects and the history of the bridge was explained by W. D. Owen. The maps of the alternate locations and the artist's concept of the bridge was displayed to the public and to the Board for their review.

Engineer's estimates of cost for the various alternatives were discussed as furnished by the State Highway Department in its' inner office memo dated February 24, 1978. Adding cost for approaches and slope protection right of way and engineering and contingencies increase the project cost by an estimated $113,000 for a total estimated project cost for alternative 1) to be $869,000; for alternate 2) $1,000,000 and for alternate 3) approximately $900,000.

After hearing the engineering staff recommendation, the estimated cost and the public response which unanimously supported alternate 1, the Board of County Commissioners herewith recommends the Oregon State Highway Department proceed with engineering to ultimately provide for replacement of the present Fish Hatchery Bridge on the alignment shown as alternate 1.

This alternate is immediately downstream and adjacent to the present structure and is estimated to be the most economical choice of the 3 presented. The Board of County Commissioners also supports the design which includes the bikeway as part of the structure.

The Board of County Commissioners wishes to thank and commend the Oregon State Highway Department, particularly Mr. Busey, for the excellent material furnished for the presentation and the support given for the project to date.

We would encourage the State to proceed expeditiously to provide the engineering data and applications for the various permits to allow construction contracts to be advertised and bids received in the early part of 1979.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Ben Fitzpatrick
Commissioner

By Jos. h. Cahnt
Commissioner

By W. C. Laughridge
Commissioner

WDO:mf

8919

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 8, 1977

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: Agreement #69
Misc. C&A 5978
Applegate River Bridge
Josephine County

TO:
Virgil Wilson
Region 3 R/W Supervisor

MISC. CONTRACTS and AGREEMENTS No. 5978

Attached are two original copies of the Services Agreement with Josephine County for the Applegate River Bridge project.

The prefix for work on this project is 15-8209.

6758
6754 - 6755
6712 - 6755

AE
mp
Attach.

cc: Cecil Head, w/orig.
Bob Warberg, w/c
Local Programs Unit (Co.-City), w/c
Appraisal, w/c

NOTED
C. W. HEAD

8919

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-17-77

FEDERAL AID PROJECT NO.
RS-A323(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70337

COUNTY NAME
Josephine

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO
Rulien
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PSCE APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-17-77	Secondary A-323	County road

GENERAL LOCATION:
"Applegate River Bridge Section

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION TEC $30,000 - FF $25,740.

☐ OTHER (Specify)

TEC $500, FF $429
☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 2-23-77 letter, you are authorized to proceed with the work as shown above. Federal participation in acquisition of right of way is limited to that included in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-77	G. K. Hansen	For Division Administrator

FORM FR-1240 (REV. 8-70) EXISTING STOCKS OF FORM FR-1240 (REV. 8-66) WILL BE USED

8919

PRO 6-2

FHS
Josephine

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

February 23, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Item No. 70337
Project No. RS-A323(1)
Applegate River Bridge Section
Josephine County

Attached is data for the subject project.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering as programed at an estimated total cost of $30,000 with an obligation of $25,740 in federal funds.

(2) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $500 with obligation of $450 in federal funds. Two parcels containing approximately 0.5 acres to be acquired. No relocation is involved, therefore, assurances regarding the availability of replacement housing is not required. One copy each of the State Clearinghouse and District 8 Clearinghouse A-95 review letters of approval were previously forwarded.

DRH:dpy

Attachment

cc: Alfred Shirley (Region 3)
J. B. Boyd
H. Reynoldson

8919

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 17, 1977

FROM: L. W. Rutzen
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Applegate River Bridge
Fish Hatchery Road, FAS-A323
Josephine County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 3 : Alfred Shipley
District 8 : J. C. McCormick
Region 3 Geologist: Elliott Parker

APPROVED
EEH
DEPUTY STATE ENGINEER
DATE 2-16-77

RECEIVED
FEB 15 11
REFER TO
FOR
Info | Invest. | R/D | DVR | Sig | Act | File

81-123-1869

8919

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 10, 1977

In reply refer to: 1041B.3

SUBJECT: RS-A323 (Project Assessment)
Applegate River Bridge
Fish Hatchery Road
Josephine County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

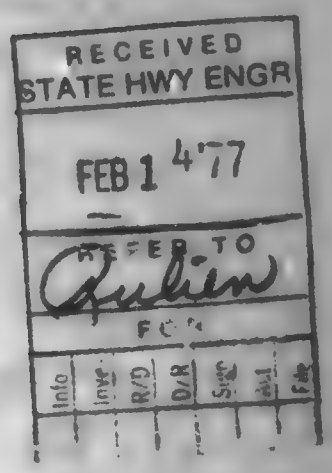
The subject project assessment submitted with Mr. Rulien's December 6, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)



5919

January 13, 1977

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

Attention: Marian Foster
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5977

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of the Applegate River Bridge on Fish Hatchery Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Read
COMMISSION SERVICES

Enc

Att.

cc Don Harwell (agree. att.)

8919

Form E-38 (Rev. 6-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

FAS&C.
Joseph. Co.

Section ..... Applegate River Bridge

Highway ..... Fish Hatchery (County) FAS ~~17-105~~ A323

County ..... Josephine

Date ..... November 29, ... 19 76

Authorization No. 1

Survey Prefix 517-1910
(Assigned by Salem office)

Description of termini, route, length, etc.:

Fish Hatchery Road crossing of the Applegate River in Section 15, T. 37S., R. 6 W,W.M.

Purpose of survey:

To prepare plans, specifications and estimates for box girder replacement bridge.

Estimate of cost:

Field	901	15,000
County	903	300
Plans	905	500
Bridge	906	10,000
R/W	909	500
Liaison	913	500
Utility	914	200
Hydraulics	918	500
Specifications	921	500
Foundation Expl.	926	2,000

RS-A323(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 30,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

..... Field Engineer

Recommended for Approval:

F. X. Wilson
..... Regional Engineer

EP*22804-736

Recommended for Approval:

Frank E. Purpin
..... Location Engineer

Approved:

E J Bemis
Deputy ..... Assistant State Highway Engineer

NOTED
MAINOR C. HOLMES

3-17-77
FAS-C

V

P

Applegate River Bridge
Fish Hatchery Road (FAS 17-105)
Josephine County

Estimate of Cost:

901	Field	15,000
909	R/W Descriptions	500
913	R/W Negotiation	500
914	Utilities	200

LOCATION PROSPECTUS

Applegate River Bridge

Fish Hatchery Road (FAS 17-105)
Josephine County

HIGHWAY: Fish Hatchery Road (County) FAS 17-105

TERMINI: The Fish Hatchery Road crossing of the Applegate River in Section 15, T. 37 S., R. 6 W,W.M.

LENGTH: Project length 900 feet - structure length 200 feet.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for a replacement bridge and approach ramps.

CHARACTERISTICS: A.D.T. 550 vehicles.

STANDARDS: N/A

TYPICAL SECTION: Two 12-foot travel lanes, 4-foot shoulders and separated bikeway.

EXISTING STRUCTURES: A narrow steel arch truss structure built in 1928.

MATERIALS: Source to be determined.

ADDITIONAL FACILITIES: Utilities

BASE DESIGN: To be determined

AGREEMENTS: Josephine County

PARKS: Fish Hatchery County Park is located approximately 1000 feet downstream from the subject crossing.

8919

DATE: November 15, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FAS-C Project Request and Project Cancellation

On the Consent Calendar for the November 23 meeting will be a request for approval of a Federal Aid Secondary project and a request to cancel a previously approved Federal Aid Secondary project.

Josephine County is requesting a $528,000 project to replace a deficient bridge spanning the Applegate River on Fish Hatchery Road.

The request for cancellation is from Washington County and is for cancellation of a previously approved project on Cornelius Pass Road from Cornell Road northerly to the Multnomah County line.

Federal Aid Secondary funds for the proposed project are estimated at $454,080 with the State providing approximately $36,960 in match funds and an equal amount being contributed by Josephine County. This project has been investigated and is eligible for funding under the Federal Aid Secondary program. Your approval is recommended.

Att.

GEZ:dp ia
bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. J. Hart, Region 1
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

JOSEPHINE COUNTY
Proppsed FAS-C Project

Applegate River Bridge
Fish Hatchery Road, FAS A323
Grade, Pave and Structure
0.17 mile
$528,000

This project consists of replacing an existing deficient bridge on Fish Hatchery Road with a structure of modern design and constructing necessary approaches. The structure will be approximately 200 feet in length and provide a 30-foot clear width with a sidewalk on one side.

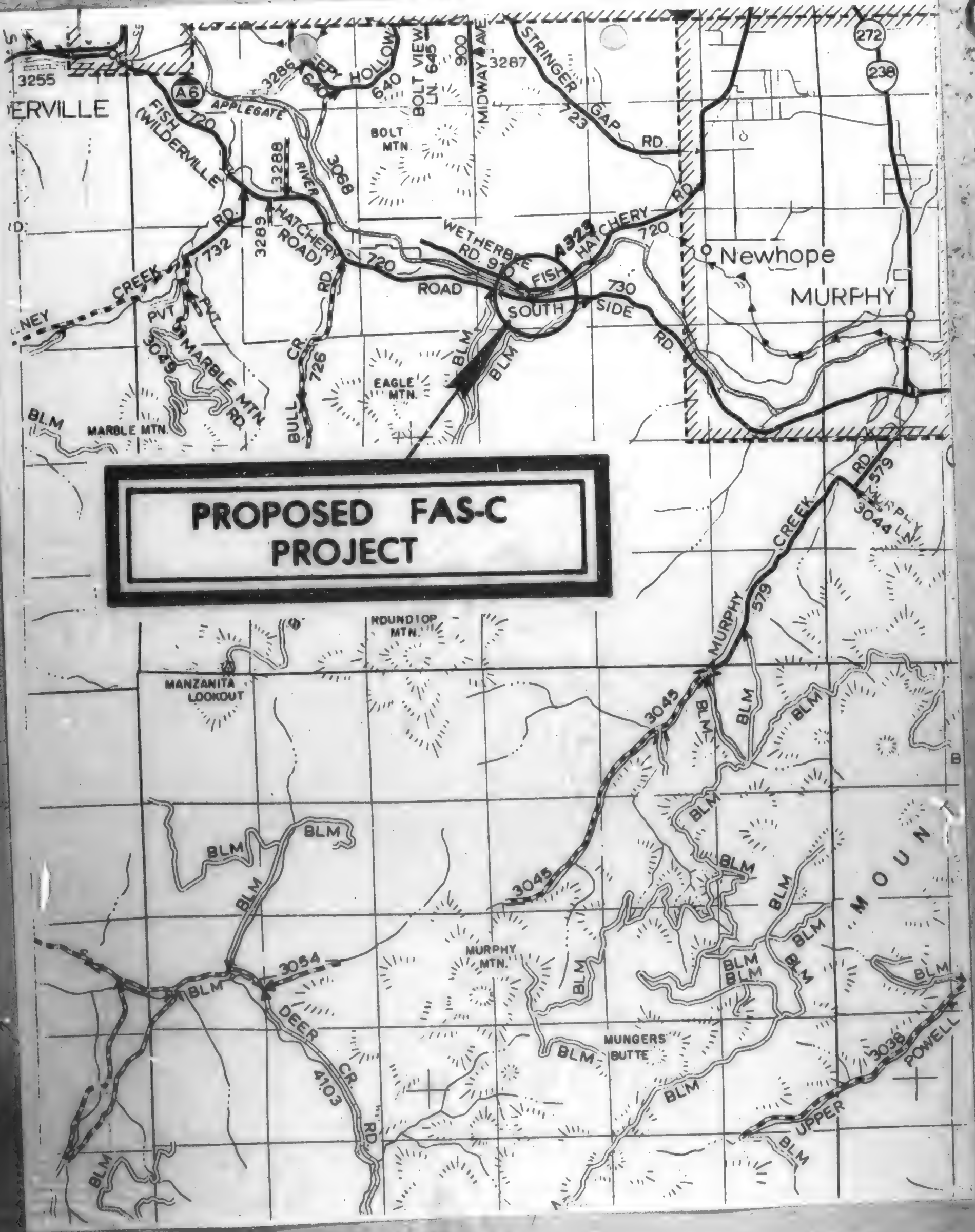
State will perform preliminary and construction engineering.

County will sign and stripe the project upon completion.

Acquire necessary right-of-way.

76-h
11/10/76

PROPOSED FAS-C PROJECT



8919

fas

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 5, 1976

FILE: ENV

FROM: EB ENGELMANN
Regional Environmentalist

TO: George Ramjoue', Project Coordinator
Environmental Section

SUBJECT: Project Assessment
Fish Hatchery Bridge A323
Fish Hatchery Road, FAS ~~17-105~~
Josephine County

Please review and process the enclosed assessment.

Josephine County would like to use nearby Fish Hatchery Park for project staging. The proposed area is a former stockpile site and is presently an unused portion of the 178-acre park. Only 20 acres of the park have actually been developed for intensive recreation use.

I cautioned the county about Sec. 4(f) provisions and potential concerns. The Public Works Department, in turn, secured a letter for me from the Josephine County Parks Director stating that he could foresee no significant adverse impacts to the park. The letter is appended to the assessment.

The proposed park use is temporary; it is opportune for the project; the county wishes to proceed with this plan. However, if such use is a problem, if its approval would materially delay the project, the county will develop an alternative scheme.

ae/cw
Encl.

cc F. E. Terpin, w/attach.
L. W. Rulien
Glen Clark
Wally Owen, Josephine Co., w/attach.

RECEIVED
COUNTY & CITY SECTION
NOV 10 1976
ENGR. COOR. DE AE DE
DPE CE SE DPE

PROJECT MANAGEMENT
NOV 10 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8969

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
~~H. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Jr.
G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

10337
10431
10606

APPLICANT: State Highway Division

PROJECT TITLE: District 8, FY Annual Program Projects for Review

JOSEPHINE CO.

DATE: 10/27/76

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified [redacted].

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 020

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

10337 APPLEGATE CROSS TR., A-323
10431 6TH ST - ROGUE RIV. HWY., M-3650
FHWA #2 10606 GROVEVIEW AVE AT CLOVERLAWN DR. OS-1700

BEN GIFFORD
2-29-76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 11 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 020 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By [signature]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Dept. of Environmental Quality
RECEIVED
OCT 11 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 020 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) It has adverse effects.

(✓) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The attached information is not sufficient to determine if an Indirect Source Construction Permit is required.

Agency DEQ By Anthony J Lenge Jr.

8918

FAS 17-105
Bulletin 6
FAS A 323

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. S. KLABOE
Administrator and
State Highway Engineer

October 21, 1976

Mr. W. D. Owen, Supervisor
Engineering Division
Josephine County
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

This will acknowledge your letter of October 8, 1976, transmitting an FAS-C project application and Environmental Assessment for a bridge replacement over the Applegate River on Fish Hatchery Road FAS 17-105 in Josephine County.

A323

As you know, a new redistribution formula is now in effect as established by the Association of Oregon Counties (AOC) at its 70th annual conference on November 1, 1975. We are now in the "in between" period between the annual application periods. Your unobligated balance is some $150,000 and your annual allocation is some $84,000. If any FAS funds remain, your project will be considered for funding on a first come, first served basis.

This office was unable to determine the fund balance now on-hand. In the event insufficient funds exist to finance this project, your application will be held until the next open period after the first of the year.

By a copy of this letter, your Environmental Assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for review. Also, your application is being forwarded to the Program Management Section for review and further processing.

As soon as further word is received concerning the status of available FAS-C funds, you will be advised.

RECEIVED
COUNTY & CITY SECTION
OCT 25 1976
☐ ENGR. ☐ CONST. ☐ M/E ☐ A/E ☐ M/E
☐ HPE ☐ CE ☒ ME ☐ HPE ☐ By

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

GLEN L. CLARK
Regional Federal-Aid Engineer

GC/sic
cc: L.W. Rulien
George Thornton
Eb Engelmann
Virgil Wilson

MAINT - GARY

PROJECT MANAGEMENT SECTION
OCT 25 '76
PDM
Date | Investigate | R/D | Action | File | Letter | See me

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 - EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

October 8, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oreogn 97470

Re: Fish Hatchery Bridge
Federal Aid Project

~~FAS-~~ FAS - A323
17-05

Dear Glen:

Please find Josephine County's Application for funding of replacement of Fish Hatchery Bridge as a Federal Aid project.

Your attention in forwarding this to appropriate channels is appreciated.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Enclosure - Application

RECEIVED
COUNTY & CITY SECTION
OCT 25 1976
☐ ENGR. ☐ CORR. ☐ BE ☐ AE ☐ RE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID PROJECT REQUEST

Date October 7, 1976

Applicant Agency County of Josephine, Oregon

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. ~~17-105~~ A323 Route Name Fish Hatchery Road

Project Name Fish Hatchery Road Bridge over Applegate River

Project Length 900 feet Project Location (Attach sketch map)

Project Description Replace existing thru truss bridge. See attached plan Applegate River Bridge O.S.H.D. map Drawing No. 3470

Average Daily Traffic 550 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18 Travel Lanes 2 Shoulders 0

Medians None Parking None

Sidewalks None

Remarks Narrow bridge inadequate for truck passing

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 feet Travel Lanes 2 - 12' Shoulders 4 feet

Medians None Parking None

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway Described to provide separate walk or bikeway

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 40 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ~~X~~ No ____

Remarks I Per Glen Clark 11-1-76

Br # 1332

RECEIVED
COUNTY & CITY SECTION
OCT 25 1976
☐ ENGR. ☒ COOR. ☐ DE ☐ AE ☐ DE
☐ RPE ☐ DE ☒ RE ☐ RPE ☐

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

App'd ODOT 11/23/76

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Section 15, Township 37 South, Range 6 W W M, Josephine County, Oregon

Type Thru steel arch truss

Approach Roadway Width 18 feet Shoulder Width 1 foot

Length 300 feet Width

To remain in place? No

69 + 69 + 160 = 300' (MAIN SPAN) Br # 1732

2. Proposed Structure:

Location Box girder

Approximate Size: Length 200 feet Width 36 feet

30' C-C

Are sidewalk/bikeways desired: Yes 4' S.W. 1 side only

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad N/A

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Planning Office, Laura Smith (Office)
2. Environmental — D.E.Q. Office, Medford, Oregon (Office)
3. Public Hearing — Engr. Div., W. D. Owen, Supervisor (Office)

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes__X__ No_____
If "yes," describe briefly: Signing and striping

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 24,000
Right-of-way costs (if participating)	500
Traffic control	
Illumination	
Structures	475,000
Railroad	
Other_____	
Preliminary engineering	28,500
PROJECT TOTAL	$ 528,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Josephine COUNTY

By _____ By Harold L. Calvert

By _____ By David D. Barker

By _____ By M. C. Roughridge

(1976) 4

8919

9

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE: 476-8881 - EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

October 18, 1976

APPLEGATE RIV. BR

Mr. L. W. Rulien
State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: Fish Hatchery Bridge

70337

Dear Sir:

The replacement of Fish Hatchery Bridge is a proposal by Josephine County to provide a new bridge in place of an aging thru truss steel bridge constructed in 1928. The present bridge serves traffic travelling from Grants Pass from the Fish Hatchery-New Hope area in the suburban area Southwest of Grants Pass to provide a route to the area South of Applegate River and a through road to Widerville and ultimately the Redwood Highway and points towards the coast.

This bridge has shown signs of structural failure which is of concern to this department and, therefore, was requested to be replaced using FAS funds now accumulated by Josephine County.

This department feels and the Board of County Commissioners concurs that this is a first priority for the use of FAS funds now available to Josephine County and is of extreme importance to provide a safe modern structure.

Please forward these comments to the Rogue Valley Council of Governments showing Josephine County's support and concern for obtaining approval of this project.

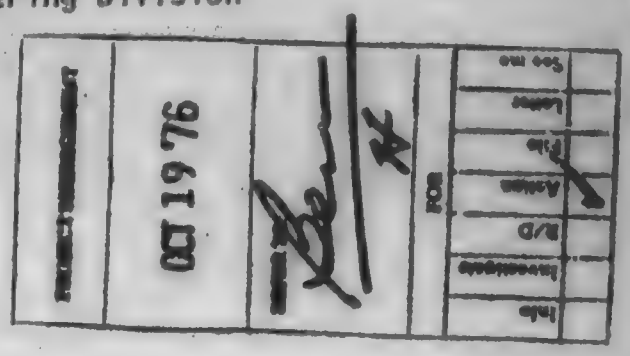
Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

10-20-76
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
M. J. Hart
A. Shirley, Jr.
G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

9-29-76
BEN GIFFORD



8919 (#2)

Item: 70337, 70431, 70606

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, OR 97501

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: District 8,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: A. Shirley
District Engineer: G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Inves | R/D | L/R | Sign | Act | File

Item: 70337, 70431, 70606

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | PNRS # | Page One

02 [12] APPLICANT: State Highway Division [45] | [76] DIVISION: Department of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: District 8, FY 77 Annual Program Projects for Review [71]

11 [12] PROJECT LOCATION—CITY: See Attachment | PROJECT LOCATION—COUNTY: Attach. | PROJECT LOCATION SEC: Attach. T: R: [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] Please refer to the attached information covering proposed construction projects [71]

07 [12] which funds are anticipated to be obligated during the fiscal year October 1 - [71]

08 [12] September 30, 1977. Item 70337, 70431, 70606. [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant [19]	(B) Other [27]	NON-FEDERAL MATCHING FUNDS (C) State [35]	(D) Local [43]	OTHER (E) FUNDS [51]	TOTAL (F) FUNDS [60]
516,000	-	42,000	42,000	-	600,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 [12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42] October | [43] DAY [44] 25 | [45] YEAR [46] 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 normajor.

DISTRICT 8

17
JOSEPHINE COUNTY
FAS SYSTEM

Scale 0 1 mi. 1972

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road

GRANTS PASS VICINITY

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: Josephine County # 70337

Type of Federal Funds: FAS

Street or Road: Fish Hatchery Bridge F.A. Route No. FAS A323

Section: Applegate River Crossing of structure plus 400 feet of graded approach Length: 360 feet

Type of Work Involved:

	Yes	No
Grading	X	___
Paving	X	___
Structures	X	___
Signals	___	___
Illumination	___	___
Railroad Protection	___	___
Right-of-Way	X	___
Preliminary Engineering	X	___
Other: _____	___	___

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	X	___	$ 28,500
Right-of-Way	X	___	$ 500
Construction	X	___	$475,000

Remarks: See attached bridge inspection report. Original drawing in Oregon State Highway Drawing No. 3470, Applegate River Bridge. Bridge No. 1332

By _____

Title _____

Date _____

RU:sch
5/17/76

8919

FAS 17-105
Rulien Josephine Co
OFF SYSTEM
Josephine Co.
FAS-C
PRO 6
A323

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Owen, Supervisor
Engineering Division
Josephine County
Courthouse
Grants Pass, OR 97526

September 2, 1976

Dear Mr. Owen:

This will acknowledge your letter of August 21, 1976, confirming your intention to pursue your Grandview Ave. Safer Off-System Project No. OS-1700(1).

The Program Management Section is being advised of your intentions and as soon as funding is available, the necessary agreements will be prepared and the project will be pursued.

Find attached, an application form and project environmental assessment forms for your proposed FAS-C Bridge Replacement Project on Fish Hatchery Road. The assessment should accompany the application.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL-AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
George Thornton
Ron Busey

PROJECT MANAGEMENT
SEP -7 '76
RETURN TO
FOR
Info | Investigate | R/D | Action | [illegible] | Letter | See me
1

ENGINEERING DIVISION
COURTHOUSE ANNEX
200 N.W. D STREET
PHONE 476-8881 - EXT. 372

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

August 31, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re: Off-System Roads Projects
and F.A.S. Projects

ATTENTION: Mr. Glen Clark

Dear Sir:

In regard to your letter dated August 19, 1976, asking for confirmation of Josephine County's intent to continue it's application for an Off-System Roads Project on Grandview Avenue please be advised that Josephine County does wish to do so.

This office certainly wants to maintain it's position on the priority list for this type projects and will furnish assurance of providing matching funds as needed.

Also it seems timely to start an application for Fish Hatchery Road Bridge (F.A.S. 17-105 M.P. 01.84) as an F.A.S. project and, therefore, your assistance in directing Josephine County's application will be appreciated.

Very truly yours,

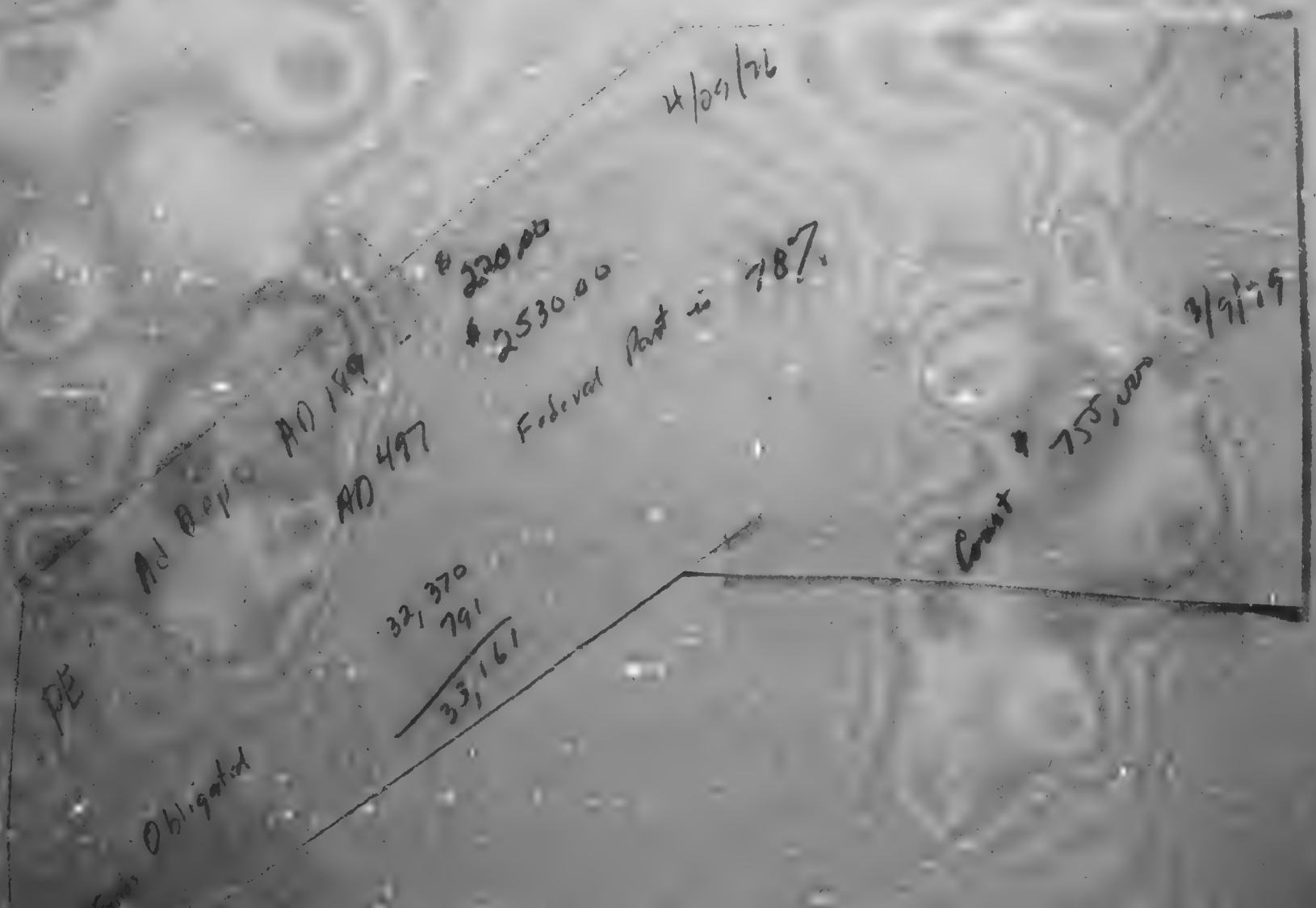
W. D. Owen, Supervisor
Engineering Division

WDO:mf

• 1979 Hubbard/Broadacres Rd.- 8920
• Case Rd. Sec. of Yergen Rd.
• (Grading & paving) #2

12-9-75
6-6-78
4-4-79

CoA 5519



8920

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 138223

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
11/28/83		CA 2207

NEW

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
MARCOBO		325	00			3,244.66
	524-1037	296	00	000		3,244.66
	524-1037	297	00	000		(3,244.66)

•
• MARION COUNTY
• BOARD OF COMMISSIONERS
• COURTHOUSE
SALEM OR 97301

DESCRIPTION

FOLD

FINAL SETTLEMENT ON RS-A599(1), HUBBARD/BROADACRES-CASE ROAD-AGREEMENT #5519.

	TOTAL PRICE
TOTAL PROJECT COST	578,797.10
LESS: FEDERAL FUNDS	(509,907.79)
LESS: STATE SHARE	(34,444.65)
LESS: ADVANCE DEPOSIT	(31,200.00)
AMOUNT DUE	3,244.66

FOLD

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
NOV 29 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
HAROLD REYNOLDSON PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA PH: 378-5035 PREPARER OF INVOICE

734-1169 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10-4-83

COUNTY: MARION AGREEMENT NO: 5519 PROJECT NO: RS-A599(1)

CONTRACT NO: 8920 SECTION: Hubbard/Broadacres-Case Road

Payment to Contractor	(Federal Participation)	$488,242.03
SFO #1 Slopes		2,394.22
SFO #2 Slopes		4,584.23
SFO #3 Slopes		7,330.49
SFO #4 Weir and Pipe		6,401.18
Engineering - State		68,578.97
- County		225.07
Audit		299.88
EEO		201.00
		$578,257.87
Engineering	(Non Participating)	$ 539.23

Federal Funds Collected $509,907.79

County's Share of Project Costs is as follows:

1/2 ($578,257.87 - $509,907.79 + $539.23) = $34,444.66

REFERENCE: BILLING FORM CC 81-43

HR:pf

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JULY 1983 — PAGE 399

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	524 1025	900	00	P	1			160.16	79	80
	524 1025	900	00	N	1			92.02	80	80
	524 1025	915	00	P	1			504.77	78	80
		TOT	P1					27,236.53		
		TOT	N1					70.02		
		** JOB TOTALS **				**	**	27,306.55 **		
HUBBARD/BROADACRES RD-CASE RD CONT NO 8920 # FA PROJ NOS RS A599001 100									STATE	
	524 1037	201	00	P	1			488,242.03	79	80
	524 1037	208	00	N	1			51.20CR	80	80
	524 1037	220	04	P	1			6,401.18	80	80
	524 1037	270	01	P	1			2,394.22	80	81
	524 1037	270	02	P	1			4,584.23	81	81
	524 1037	270	03	P	1			7,330.49	81	81
	524 1037	296	00	N	9			534,807.79CR	79	81
	524 1037	297	00	N	9			24,900.00	80	80
	524 1037	298	00	N	9			509,907.79	79	81
	524 1037	900	00	P	1			65,549.38	79	81
	524 1037	900	00	N	1			526.04	79	81
	524 1037	900	02	P	1			386.61	79	80
	524 1037	903	00	P	1			225.87	80	80
	524 1037	915	00	P	1			123.48	81	81
	524 1037	915	03	P	1			176.40	81	81
	524 1037	920	00	P	1			144.04	79	81
	524 1037	921	00	P	1			183.53	79	79
	524 1037	927	00	N	1	Bridge design		10.28	79	79
	524 1037	928	00	N	1			40.95	79	80
	524 1037	948	00	P	1			136.26	31	81
	524 1037	948	00	N	1	Gen. Const Eng		13.19 K	81	81
	524 1037	950	00	P				2,179.15	79	80
	524 1037	960	00	N	1			526.12	80	80
	524 1037	985	00	P	1			201.00	79	80
		TOT	P1					578,257.87		
		TOT	N1					635.35		
		** JOB TOTALS **				**	**	578,893.22 **		
ABIQUA CREEK BRIDGE CONT NO 9399 = FA PROJ NOS RS A590003 100									STATE	
	524 1068	201	00	P	1			361,133.20	82	83
	524 1068	205	02	P	1			349.49CR	83	83
	524 1068	208	00	N	1			22.21CR	83	83
	524 1068	220	02	P	1			3,494.88	83	83
	524 1068	270	01	P	1			831.00	82	82
	524 1068	296	00	N	9	590.67CR	590.67CR	391,942.35CR	82	83
	524 1068	297	00	N	9			23,739.73	82	82
	524 1068	298	00	N	9	590.67	590.67	368,202.62	82	83
	524 1068	900	00	P	1			42,551.73	81	83
	524 1068	900	00	N	1			295.58	82	82

578,893.22
94.12

8720

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building. 220 High St. N.E. Salem, Oregon 97301

August 17, 1982

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Dept. of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

Hubbard/Broadacres Rd - Case Rd See
Yergen Road FAS-A599

RE: Marion County FAS-C Program

Dear Phil:

Attached for appropriate action is an application by Marion County to complete the improvement of that section of County Road 96 which was realigned and widened by means of an FY 80 FAS-C project. Design and Negative Declaration for this FY 80 project contemplated paving and guard rails, but these were omitted from the contract because of limitations on funds then available and to afford an opportunity for high fill sections to stabilize.

Subsequent to execution of the project application by the Board of Commissioners, a member of the County staff learned that there is a March 24, 1982 amendment to the State-AOC agreement limiting submittal of new project applications. This application covers completion of a prior project rather than a new project. All required right of way was obtained prior to the initial contract covering grading and rock base. As noted on the attached application, Marion County has a positive balance well above expected preliminary engineering costs for this project upon the allocation of FY 82 FAS funds. $58,500 FF

It is requested that Marion County now be authorized to proceed with preliminary engineering to prepare this project for construction contract award early in calendar year 1983. At that time Congress will have acted on the FY 83 FAS program, and appropriate decisions may be made on funding of project construction.

Sincerely,

Robert J. Hansen
Director of Public Works

JJG:rw
cc: Board of Commissioners
Don Harwell
Forrest Jones

Attachment

KEH
MH

8920

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 24, 1982

COUNTY MARION Contract No. 8920 Date Completed 11-13-79

PROJECT # RS-A599(1) Section Hubbard/Broadacres - Case Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$488,242.03
SFO #1 - Slopes		$ 2,394.22
SFO #2 - Slopes		4,584.23
SFO #3 - Slopes		7,330.49
SFO #4 - Weir and Pipe		6,401.18
Engineering (County and State)		68,804.84
Audit		299.88
EEO		201.00
TOTAL		$578,257.87
Engineering	(Non Participating)	$ 635.35

Federal Funds Collected $509,907.79

County Share of Project Cost is as follows:

1/2 ($578,257.87 - $509,907.79 + $635.35) = $34,492.72

County Share of Costs	$ 34,492.72
County Advance Deposit	31,200.00
DUE FROM COUNTY	$ 3,292.72

1-24-80
Waiting for Request to transfer training costs
Post final then
we can make final bill.

Phil said he would do this at once at noon 1/23

Reference: Billing Form CC 81-43
524-1037

FORM 734-1745

TOT 00
** JOB TOTALS **

HUBBARD/BROADACRES RD-CASE RD CONT NO 8920 & FA PROJ NOS RS 599001 100 STATE

PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
524	1037	201	00	P	1			488,242.03	79	80
524	1037	208	00	N	1			51.20CR	80	80
524	1037	220	01	P	1			6,401.18	80	80
524	1037	220	02	P	1			2,394.22	80	81
524	1037	270	01	P	1			4,584.23	81	81
524	1037	270	02	P	1			7,330.49	81	81
524	1037	270	03	P	1			[illegible]	81	81
524	1037	296	00	N	9	5,160.99CR	534,807.79CR	534,807.79CR	79	81
524	1037	297	00	N	9			24,900.00	80	80
524	1037	298	00	N	9	5,160.99	509,907.79	509,907.79	79	81
524	1037	900	00	P	1	5,722.79	65,519.38	65,519.38	79	81
524	1037	900	00	N	1			526.04	79	81
524	1037	900	02	P	1			386.61	79	80

TOTAL TO DATE JOB COST SUMMARY MAY 1982 PAGE 301

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	524	1037	903	00	P	1			225.87	80	80
	524	1037	915	00	P	1			123.48	81	81
	524	1037	915	03	P	1			176.40	81	81
	524	1037	920	00	P	1			144.04	79	81
	524	1037	921	00	P	1			183.53	79	79
	524	1037	927	00	M	1			10.25	79	79
	524	1037	928	00	N	1			40.85	79	80
	524	1037	948	00	P	1	130.00		136.26	81	81
	524	1037	948	00	N	1			13.19	81	81
	524	1037	950	00	P	1			2,179.15	79	80
	524	1037	960	00	N	1			96.12	80	80
	524	1037	985	00	P	1			201.00	79	80
			TOT		P	1	5,852.79	528,257.87			
			TOT		N	1			635.35		
			** JOB TOTALS **				** 5,852.79 **	578,893.22 **			

ABIQUA CREEK BRIDGE CONT NO 9399 FA PROJ NOS RS 590003 100 STATE

PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
524	1068	201	00	P	1		124,294.19	124,294.19	82	82
524	1068	296	00	N	9	3,278.86CR	139,389.98CR	139,389.98CR	82	82
524	1068	297	00	N	9		8,423.86	8,423.86	82	82
524	1068	298	00	N	9	3,278.86	130,966.12	130,966.12	82	82
524	1068	900	00	P	1	4,504.38	20,238.36	20,238.36	81	82
524	1068	900	00	N	1	94.47	113.45	113.45	82	82
524	1068	900	01	P	1	425.33	425.33	425.33	82	82
524	1068	920	00	P	1		16.45	16.45	81	81
524	1068	928	00	N	1		6.58	6.58	82	82
524	1068	940	00	P	1	292.20	1,245.40	1,245.40	82	82
524	1068	941	00	P	1		20.82	20.82	82	82

			TOT	00										
			XX JOB TOTALS XX					XX		XX		XX		
HUBBARD/BROADACRES RD-CASE RD CONT NO 8920 & FA PROJ NOS RS 599001 100												STATE		
	524	1037	201	00	P	1				488,242.03		79	80	
	524	1037	208	00	N	1				51.20CR		80	80	
	524	1037	220	04	P	1				6,401.18		80	80	
	524	1037	270	01	P	1				2,394.22		80	81	
	524	1037	270	02	P	1				4,584.23		81	81	
	524	1037	270	03	P	1				2,330.49		81	81	
	524	1037	296	00	N	9		5,160.99CR		534,807.79CR		79	81	
	524	1037	297	00	N	9				24,900.00		80	80	
	524	1037	298	00	N	9		5,160.99		509,907.79		79	81	
	524	1037	900	00	P	1		5,722.79		65,519.38		79	81	
	524	1037	900	00	N	1				526.04		79	81	
	524	1037	900	02	P	1				386.61		79	80	

TOTAL TO DATE JOB COST SUMMARY							MAY 1982		PAGE 301		
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	524	1037	203	00	P	1			226.87	80	80
	524	1037	915	00	P	1			127.48	81	81
	524	1037	915	03	P	1			176.40	81	81
	524	1037	920	00	P	1			144.04	79	81
	524	1037	921	00	P	1			183.53	79	79
	524	1037	927	00	N	1			10.25	79	79
	524	1037	928	00	N	1			40.95	79	80
	524	1037	948	00	P	1		130.00	136.26	81	81
	524	1037	948	00	N	1			13.19	81	81
	524	1037	950	00	P	1			2,129.15	79	80
	524	1037	960	00	N	1			96.12	80	80
	524	1037	985	00	P	1			201.00	79	80
			TOT	PJ				5,852.79	578,257.87		
			TOT	NI					635.35		
			XX JOB TOTALS XX				XX	5,852.79 XX	578,893.22 XX		
ABIQUA CREEK BRIDGE	CONT NO 9399		FA PROJ NOS RS			590003 100				STATE	
	524	1068	201	00	P	1		124,294.19	124,294.19	82	82
	524	1068	296	00	N	9	3,278.86CR	139,389.98CR	139,389.98CR	82	82
	524	1068	297	00	N	9		8,423.86	8,423.86	82	82
	524	1068	298	00	N	9	3,278.86	130,966.12	130,966.12	82	82
	524	1068	900	00	P	1	4,504.38	20,238.36	20,238.36	81	82
	524	1068	900	00	N	1	94.47	113.45	113.45	82	82
	524	1068	900	01	P	1	425.33	425.33	425.33	82	82
	524	1068	920	00	P	1		16.45	16.45	81	81
	524	1068	928	00	N	1		6.58	6.58	82	82
	524	1068	940	00	P	1	292.20	1,245.40	1,245.40	82	82
	524	1068	941	00	P	1		20.82	20.82	82	82

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Hubbard/Broadacres Rd.-Case Rd. Section Yergen County Road Marion County					
	Construction Type Code 6201 Roadway (Sta. 100+00 To 187+10)					
	Final Contract Payment Summary	Lump Sum			$488,242.03	
SFO	#1 Repair Slopes & Slope Erosion (Marion County)	All Required			2,394.22	
SFO	#2 Repair Slopes & Slope Erosion (Marion County)	All Required			4,584.23	
SFO	#3 Repair Erosion that occurred durring winter of 79-80 (Marion County)	All Required			7,330.49	
SFO	#4 Construct weir & Furnish pipe (Marion County)	All Required			6,401.18	
	Total Participating Construction				$506,952.15	
	Construction Engineering					
	Marion County	All Required			225.87	
	State	All Required			60,678.97	
	Total Participating Constr. Engr.				$ 60,904.84	
	Misc. Project Cost					
	Audit Expense	All Required			299.88	
	EEO Monitoring Expense	All Required			201.00	
	Total Misc. Project Cost				$ 500.88	
	Total Participating Project Cost				$578,257.87	
	Nonparticipating Project Cost					
	Construction Engineering	All Required			635.35	
	Total Project Cost				$578,893.22	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/23/81.					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER PERIOD Just Final RSA 599(1) From: 4-4-79 To: 2-6-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$578,693.22	$578,257.87	88.12%	$509,907.79	$509,907.79	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/1/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

8920

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 133417

DATE	YOUR ORDER NUMBER	SEND REMITTANCE TO:	BILLING REQ. NUMBER
1-12-82		OREGON STATE HIGHWAY DIVISION TRANSPORTATION BUILDING SALEM, OREGON 97310	CC 81-67

CODE: MARIØNC

CREDIT DISTRIBUTION

321.00	3,352.55
224-1995-296-00-000	3,352.55
224-1995-297-00-000	(3,352.55)

- MARION COUNTY BOARD OF COMMISSIONERS
- COURTHOUSE
- SALEM OR 97301
-

Attn: Bob Hansen, Director of Public Works

DESCRIPTION	TOTAL PRICE
Final Billing: P.E. and R/W for the Champoeg-Case Road Section. This is an OFF-SYSTEMS Project NO. OS-2400(1)	
Total Cost of P.E. and R/W	$42,936.53
Less Federal Funds	36,833.98
Less County Advance Deposit	2,750.00
AMOUNT DUE STATE	$ 3,352.55

110.00 Final

734-1150 (6-81)

8920

Form 3440191 (Rev. 5/77)

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

OREGON STATE HIGHWAY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-4-82	CC 81-67	

CREDIT DISTRIBUTION
224-1995-297
224-2522-297

BILL TO: Code:

Marion County Board of Commissioners

Courthouse

Salem, Oregon 97301

Attn: Bob Hansen, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: P.E. and R/W for the Champoeg-Case Road Section. This is an OFF-SYSTEMS Project No. OS-2400(1)			
Total Cost of P.E. and R/W			$42,936.53
Less Federal Funds			36,833.98
Less County Advance Deposit			2,750.00
AMOUNT DUE STATE			$ 3,352.55

(Please attach Itemized Statement with Billing)

Advance Deposit Amount	$ 2,750.00
Advance Deposit Previously Transferred to Highway Fund	$ 2,400.00
Balance	$ 350.00
Transfer to Highway Fund	$ 350.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1894

Amount Due . . . . . $ 3,352.55

Submitted by:

Harold Reynoldson

Approved:

D. E. Swan

SP*35736-794

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 1-4-82

COUNTY MARION Contract No. 8920 Date Completed - - - -

PROJECT # OS-2400(1) Section Champoeg - Case Road

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E.:	State	$21,502.31
	Marion County	18,278.94
	Archeological Salvage	464.06
	Audit	264.60
		$40,509.91
R/W:	Taxes, records, etc.	$ 405.00
	Acquisition	2,021.62
		$ 2,426.62

Federal Funds Collected
County's Share of Costs:

Total Cost	$42,936.53
Less Federal Funds	36,833.98
Less County Advance Deposit	2,750.00
AMOUNT DUE STATE	$ 3,352.55

References: Billing Form CC 81-67

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Champoeg-Case Rd. Section County Road Marion County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$21,495.83	
	Work by Marion County PWD	All	Required		18,278.94	
	Total Participating Preliminary Engineering				$39,774.77	
	Type Code Y070					
	Archeological Salvage	All	Required		464.06	
	Type Code ROW					
	State	All	Required		405.00	
	Acquisition					
	State	All	Required		2,021.62	
	Misc. Project Cost					
	Audit Expense (P.E.)	All	Required		264.60	
	Total Participating Cost				$42,930.05	
	Nonparticipating Cost					
	Preliminary Engineering	All	Required		6.48	
	Total Project Cost				$42,936.53	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/30/81.					
	AMOUNT CARRIED FORWARD					

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: OS-2400(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-26-76 To: 4-4-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 2,426.62	$ 2,426.62	85.00%	$ 2,062.04	$ 2,062.04	$ 0.00
40,509.91	40,503.43	85.80%	34,751.94	34,751.94	0.00
$42,936.53	$42,930.05	85.80%	$36,833.98	$36,833.98	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E.	7/10/81 Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

HUBBARD-BROADACRESRD-CASERD	CONT NO		* FA PROJ NOS	DS	400001 100					STATE
	224	2520	296	00	N 9	902.34CR		902.34CR	2,082.04CR	
	224	2520	298	00	N 9	902.34		902.34	2,082.04	
	224	2520	401	00	P 1				405.00	

TOTAL TO DATE JOB COST SUMMARY — JULY 1981 —

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	224	2520	407	00 P 1			590.85
	224	2520	409	00 P 1			32.60
	224	2520	412	00 P 1			88.10
	224	2520	414	00 P 1			1,122.60
	224	2520	920	00 P 1			56.56
	224	2520	930	00 P 1			130.91
			TOT	P1			2,426.62
			** JOB TOTALS **		**	**	2,426.62 **

MCLEOD LN-OR EL R R SEC	CONT NO		FA PROJ NOS	M	830003 100					STATE
	224	2522	296	00	N 9	88.87CR		88.87CR	71,827.76CR	
	224	2522	298	00	N 9	88.87		88.87	71,827.76	
	224	2522	401	00	P 1				42,035.00	
	224	2522	404	00	P 1				7,560.00	
	224	2522	405	00	P 1				19,730.00	
	224	2522	407	00	P 1	624.27		624.27	9,447.42	
	224	2522	412	00	P 1				236.00	
	224	2522	413	00	P 1				3.14	
	224	2522	414	00	P 1				1,830.34	
	224	2522	415	00	P 1				54.18	
	224	2522	420	00	P 1				63.15	
	224	2522	426	00	P 1				475.57	
	224	2522	920	00	P 1				32.99	
	224	2522	930	00	P 1				563.62	
			TOT	P1		624.27		624.27	82,031.41	
			** JOB TOTALS **			624.27 **		624.27 **	82,031.41 **	

CHEMAWA RD-STARK ST	CONT NO		FA PROJ NOS	M	705006 100					STATE
	224	2523	296	00	N 9	27,607.55CR		27,607.55CR	152,079.75CR	
	224	2523	297	00	N 9	124.66		124.66	10,538.59	
	224	2523	298	00	N 9	27,482.89		27,482.89	141,541.16	
	224	2523	401	00	P 1	23,897.00		23,897.00	51,825.94	
	224	2523	403	00	P 1	5,000.00		5,000.00	6,592.75	
	224	2523	404	00	P 1				2,665.00	
	224	2523	406	00	P 1	525.00		525.00	655.00	
	224	2523	407	00	P 1	3,297.70		3,297.70	26,845.20	

HUBBARD-BROADACRESRD-CASERD	CONT NO		FA PROJ NOS	OS	400001 100						STATE
	224	2520	296	00	N 9		902.34CR		902.34CR		2,082.04CR
	224	2520	298	00	N 9		902.34		902.34		2,082.04
	224	2520	401	00	P 1						405.00

TOTAL TO DATE JOB COST SUMMARY — JULY 1981 — PAGE 669

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	224	2520	407	00	P 1			590.85
	224	2520	409	00	P 1			32.60
	224	2520	412	00	P 1			88.10
	224	2520	414	00	P 1			1,122.60
	224	2520	920	00	P 1			56.56
	224	2520	930	00	P 1			130.91
			TOT		P1			2,426.62
			** JOB TOTALS **			**	**	2,426.62 **

MCLEOD LN-OR EL R R SEC	CONT NO		FA PROJ NOS M		830003 100						STATE
	224	2522	296	00	N 9		88.87CR		88.87CR		71,827.76CR
	224	2522	298	00	N 9		88.87		88.87		71,827.76
	224	2522	401	00	P 1						42,035.00
	224	2522	404	00	P 1						7,560.00
	224	2522	405	00	P 1						19,730.00
	224	2522	407	00	P 1		624.27		624.27		9,447.42
	224	2522	412	00	P 1						236.00
	224	2522	413	00	P 1						3.14
	224	2522	414	00	P 1						1,830.34
	224	2522	415	00	P 1						54.18
	224	2522	420	00	P 1						63.15
	224	2522	426	00	P 1						475.57
	224	2522	920	00	P 1						32.99
	224	2522	930	00	P 1						563.62
			TOT		P1		624.27		624.27		82,031.41
			** JOB TOTALS **				624.27 **		624.27 **		82,031.41 **

CHEMAWA RD-STARK ST	CONT NO		FA PROJ NOS M		705006 100						STATE
	224	2523	296	00	N 9		27,607.55CR		27,607.55CR		152,079.75CR
	224	2523	297	00	N 9		124.66		124.66		10,538.59
	224	2523	298	00	N 9		27,482.89		27,482.89		141,541.16
	224	2523	401	00	P 1		23,897.00		23,897.00		51,825.94
	224	2523	403	00	P 1		5,000.00		5,000.00		6,592.75
	224	2523	404	00	P 1						2,665.00
	224	2523	405	00	P 1		525.00		525.00		685.00
	224	2523	407	00	P 1		3,297.70		3,297.70		69,665.20

MARKET RD #8-COUNTY RD #415 CONT NO 224 1995 # FA PROJ NOS OS 400001 100 STATE

Champoeg Rd - Case Rd

224	1995	296	00 N 9	4,007.92	4,007.92	37,166.54CR	
224	1995	297	00 N 9			2,400.00	
224	1995	298	00 N 9	4,007.92CR	4,007.92CR	34,751.94	
224	1995	299	00 N 9			14.60	
224	1995	901	00 P 1	5,722.79CR	5,722.79CR	8,537.91	
224	1995	903	00 P 1	1.40CR	1.40CR	18,278.94	
224	1995	904	00 P 1			464.06	
224	1995	905	00 P 1	1.40	1.40	6,961.55	
224	1995	909	00 P 1			1,068.74	
224	1995	910	00 P 1			327.89	
224	1995	911	00 P 1			173.76	
224	1995	912	00 P 1			208.99	
224	1995	913	00 P 1			24.07	
224	1995	914	00 P 1	130.00CR	130.00CR	6.40	
224	1995	915	00 P 1			264.60	
224	1995	918	00 P 1			126.96	
224	1995	920	00 P 1			180.60	
224	1995	921	00 P 1			1,222.61	
224	1995	922	00 P 1			31.34	

TOTAL TO DATE JOB COST SUMMARY JULY 1981 PAGE 438

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	224	1995	922	00 N 1			6.48
	224	1995	923	00 P 1			2,545.21
	224	1995	980	00 P 1			29.20
			TOT	P1	5,852.79CR	5,852.79CR	40,503.43
			TOT	N1			6.48
			** JOB TOTALS **		5,852.79CR**	5,852.79CR**	40,509.91 **

P SMITH RD-S MAIN, BOARDMAN CONT NO 0000 # FA PROJ NOS SOS 500002 100 STATE

225	1963	296	00 N 9			16,368.00CR	
225	1963	297	00 N 9			3,670.00	
225	1963	298	00 N 9			12,698.00	
225	1963	901	00 P 1			5,828.33	
225	1963	904	00 P 1			601.01	
225	1963	905	00 P 1			3,108.95	
225	1963	909	00 P 1			1,223.78	
225	1963	910	00 P 1			710.59	
225	1963	911	00 P 1			23.16	
225	1963	913	00 P 1			1,260.39	
225	1963	913	00 N 1			12.96	
225	1963	914	00 P 1			881.62	
225	1963	920	00 P 1			101.78	
225	1963	921	00 P 1			693.41	
225	1963	922	00 P 1			38.70	

MARKET RD #8-COUNTY RD #415 CONT NO # FA PROJ NOS OS 400001 100 STATE

Champoeg Rd - Case Rd

PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
224 1995	296 00	N 9	4,007.92	4,007.92	37,166.54CR
224 1995	297 00	N 9			2,400.00
224 1995	298 00	N 9	4,007.92CR	4,007.92CR	34,751.94
224 1995	299 00	N 9			14.60
224 1995	901 00	P 1	5,722.79CR	5,722.79CR	8,537.91
224 1995	903 00	P 1	1.40CR	1.40CR	18,278.94
224 1995	904 00	P 1			464.06
224 1995	905 00	P 1	1.40	1.40	6,961.55
224 1995	909 00	P 1			1,068.74
224 1995	910 00	P 1			327.89
224 1995	911 00	P 1			173.76
224 1995	912 00	P 1			208.99
224 1995	913 00	P 1			24.07
224 1995	914 00	P 1	130.00CR	130.00CR	6.40
224 1995	915 00	P 1			264.60
224 1995	918 00	P 1			126.96
224 1995	920 00	P 1			180.60
224 1995	921 00	P 1			1,222.61
224 1995	922 00	P 1			81.34

TOTAL TO DATE JOB COST SUMMARY JULY 1981 PAGE 438

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	224 1995	922 00	N 1			6.48
	224 1995	923 00	P 1			2,545.21
	224 1995	980 00	P 1			29.20
		TOT	P1	5,852.79CR	5,852.79CR	40,503.43
		TOT	H1			6.48
		** JOB TOTALS **		5,852.79CR**	5,852.79CR**	40,509.91 **

P SMITH RD-S MAIN, BOARDMAN CONT NO 0000 # FA PROJ NOS SOS 500002 100 STATE

PREFIX	FUNCTION	GR	GRAND TOTAL TO DATE
225 1963	296 00	N 9	16,368.00CR
225 1963	297 00	N 9	3,670.00
225 1963	298 00	N 9	12,698.00
225 1963	901 00	P 1	5,828.33
225 1963	904 00	P 1	601.01
225 1963	905 00	P 1	3,108.96
225 1963	909 00	P 1	1,223.78
225 1963	910 00	P 1	710.59
225 1963	911 00	P 1	23.16
225 1963	913 00	P 1	1,260.39
225 1963	912 00	N 1	12.96
225 1963	914 00	P 1	881.62
225 1963	920 00	P 1	101.78
225 1963	921 00	P 1	693.41
225 1963	922 00	P 1	38.70

D

C

Agency	From	Amount	To	Agency
City of Mt Angle OS-2402(1)	Lincoln St - Main St. Sec on W. Margaram Rd	12911 27	Hubbard/Broadacres Rd Case Rd. Section Yergen Rd. PE (Construction on FAS-C project # RS-A599)	Marion County 05-2400(1)

8920

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-1-81

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

FEDERAL AID PROJECT NO.

PROGRAM APPROVED

VOUCHER PERIOD Per 23 USC 117(i)

From: 4-4-79 To: 9-30-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$578,893.22	$578,297.87	85.12%	$509,987.79	$509,987.79	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/1/81

V.E. Shoey, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hubbard/Broadacres Rd.-Case Rd. Section **Yergen County Road** **Marion County**					
	Construction **Type Code 6201** **Roadway (Sta. 100+00 To 187+10)** Final Contract Payment Summary		Lump Sum		$488,242.03	
SFO	#1 Repair Slopes & Slope Erosion (Marion County)		All Required		2,384.22	
SFO	#2 Repair Slopes & Slope Erosion (Marion County)		All Required		4,684.23	
SFO	#3 Repair Erosion that occurred durring winter of 79-80 (Marion County)		All Required		7,330.49	
SFO	#4 Construct weir & Furnish pipe (Marion County)		All Required		6,401.18	
	Total Participating Construction				$508,952.15	
	Construction Engineering					
	Marion County		All Required		225.87	
	State		All Required		68,578.97	
	Total Participating Constr. Engr.				$ 68,804.84	
	Misc. Project Cost					
	Audit Expense		All Required		289.88	
	EEO Monitoring Expense		All Required		201.00	
	Total Misc. Project Cost				$ 490.88	
	Total Participating Project Cost				$578,247.87	
	Nonparticipating Project Cost					
	Construction Engineering		All Required		635.35	
	Total Project Cost				$578,883.22	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/23/81.					

AMOUNT CARRIED FORWARD

** JOB TOTALS **

HUBBARD/BROADACRES RD-CRSE RD CONT NO 8920 & FA PROJ NOS RS 599001 100 — STATE

524	1037	201	08	P	1			483,242.03		79	80
524	1037	208	08	N	1			51.20CR		80	80

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1981 — PAGE 227

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		OR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	524	1037	220	04	P	1			2,401.18	80	80
	524	1037	230	02	P	1			2,384.23	81	81
	524	1037	270	02	P	1			7,330.49	81	81
	524	1037	270	04	P	1			529,646.80CR	79	81
	524	1037	296	88	N	9			24,900.00	80	81
	524	1037	297	88	N	9			604,746.80	79	81
	524	1037	298	88	N	9			85,949.38	79	81
	524	1037	900	08	P	1		5,722.79	526.04	79	81
	524	1037	900	08	N	1			386.61	79	80
	524	1037	900	88	P	1			225.87	79	81
	524	1037	900	88	N	1			137.48	80	81
	524	1037	915	88	P	1			183.53	79	81
	524	1037	915	88	N	1			10.26	79	81
	524	1037	920	88	P	1			90.26	79	81
	524	1037	921	88	P	1					
	524	1037	922	88	N	1					
	524	1037	923	88	P	1		130.00	136.26	81	81
	524	1037	941	88	P	1			13.00	81	81
	524	1037	941	88	N	1	Training Courses		2,179.00	81	81
	524	1037	950	88	P	1			36.12	80	80
	524	1037	950	88	N	1			201.80	80	80
	524	1037	990	88	P	1		5,852.79	578.87	81	81
			TOT		NI					80	81
			** JOB TOTALS **				**	5,852.79	** 578.87	**	

EIGHTMILE CREEK BRIDGE — CONT NO 9091 & FA PROJ NOS RS 560302 100 — STATE

525	1067	201	08	P	1				62,673.60	80	80
525	1067	208	08	N	1				36.66	80	81
525	1067	260	88	P	1		583.26	583.26			
525	1067	296	88	N	9		1,[illegible]CR	1,532.71CR	61,141.71CR	80	81
525	1067	297	88	N	9		583.26	583.26	7,400.89	80	81
525	1067	298	88	N	9		713.61	948.92	60,710.82	80	81
525	1067	900	88	P	1				8,911.61	80	81
525	1067	920	88	P	1				62.61	80	80
525	1067	941	88	P	1				13.00	80	80
525	1067	941	88	N	1		202.[illegible]	202.[illegible]	20[illegible]	80	81
525	1067	950	88	P	1		13.50	13.50	48.[illegible]	80	81
525	1067	950	88	N	1		786.10	786.10	68.[illegible]	80	81
525	1067	990	88	P	1		[illegible]	[illegible]	127.81	80	81

HUBBARD/BROADACRES RD-CASE RD CONT NO 8920 & FA PROJ NOS RS 599001 100

524	1037	201		00	P	1				488,242.03		79	80
524	1037	206		00	N	1				51,207.		80	80

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1981 — PAGE 227

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		OR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	524	1037	220	00	P	1			4,401.18	80	80
	524	1037	250	00	P	1			2,194.22	80	80
	524	1037	270	00	P	1			2,584.23	80	80
	524	1037	270	02	P	1			7,330.49	81	81
	524	1037	270	03	P	1			529,646.80CR	79	81
	524	1037	296	00	N	9			24,900.00	80	80
	524	1037	297	00	N	9			504,746.80	79	81
	524	1037	298	00	N	9					
	524	1037	900	00	P	1		5,722.74	88,549.38	79	81
	524	1037	900	00	N	1			526.04	79	81
	524	1037	900	02	P	1			386.61	80	80
	524	1037	903	00	P	1			225.87	80	80
	524	1037	915	00	P	1			123.48	81	81
	524	1037	915	03	P	1			176.40	81	81
	524	1037	920	00	P	1			44.04	81	81
	524	1037	921		N	1			183.53	79	81
	524	1037	922		N	1			10.28	79	80
	524	1037	923		N	1			40.95	79	80
	524	1037	941	00	P	1		130.00	136.28	81	81
	524	1037	941	00	N	1			13.13	81	81
	524	1037	960	00	N	1	Training Courses		2,179.15	79	80
	524	1037	960	00	N	1			26.12	80	80
	524	1037	990	00	P	1			201.00	79	80
			TOT		PT			5,852.79	578,257.82		
			TOT		NT				635.35		
			** JOB TOTALS **				**	5,852.79 **	578,893.22 **		

EIGHTMILE CREEK BRIDGE — CONT NO 9091 & FA PROJ NOS RS 560002 100 — STATE

525	1067	201		00	P	1				82,673.60		80	80
525	1067	206		00	N	1				36.66		80	80
525	1067	260		00	P	1	583.26	583.26				81	81
525	1067	296		00	N	9	1,296.87CR	1,532.10CR		68,191.21CR		79	81
525	1067	297		00	N	9	681.26	681.26		7,400.89		80	81
525	1067	298		00	N	9	713.61	948.92		60,210.82		79	81
525	1067	900		00	P	1				8,941.61		80	80
525	1067	920		00	P	1				52.61		81	81
525	1067	945		00	P	1				12.10		81	81
525	1067	941		00	P	1	202.88	202.88		202.88		81	81
525	1067	941		00	N	1	13.50	13.50		13.50		80	81
525	1067	960		00	N	1				78.82			
			TOT		PT		736.10	736.10		68,888.76			
			TOT		NT		13.50	13.50		127.81			

#8920

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8920

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-A599(1)	Marion	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved construction of roadbed grading, pit run aggregate base and aggregate leveling course, and installation of structural plate pipe, culvert pipe and fencing. Work was completed November 13, 1979 on the Hubbard/Broadacres Road-Case Road Section of Yergen Road approximately 4 miles northeast of St. Paul.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Danco Construction, Inc.	$ 438,060.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) G. K. Hossner

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR FEB 9 '81 REFER TO Kappus FOR Elig Act Sign D/R R/D Invest Info

Ok to 2-9-81

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	1.650	32.0		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. H. Kappus, Area Engineer	December 6, 1980

12. IN COMPANY WITH
G. Wimer, C. Williams, W. Mueller, and J. Green

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE William H. Kappus W. H. Kappus		16. SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 2-6-81	17. TITLE Field Operations Engineer	18. DATE 2-6-81

FORM FR-22C
(Rev. 7-72) Previous editions of this form are obsolete

8920

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 1-6		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion
MODIFICATION NUMBER: 3	1/6/81	Project Number: RS-A599(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 25 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 562,000.00	$ 575,000.00
Federal funds	$ 495,122.00	$ 506,574.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of January , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 30, 1980

Federal Aid Project
No. RS-A599(1)

Hubbard/Broadacres Rd.-Case Road Section
Yergen County Road
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 100+00 to Sta. 187+10)

Subtotal of previous estimate of December 10, 1979			$500,108.55
Previous Estimate			
Aggregate Leveling Course	4,600 Ton	5.95	$ 27,730.00
Revised Estimate			
Aggregate Leveling Course	5,702 Ton	5.95	$ 33,926.00
Increase			$ 6,196.00
SUBTOTAL			506,304.55
Engineering			68,695.45
TOTAL			$575,000.00

Length of Roadway ---------- 1.650 mile
Cost of Roadway per mile --------$348,484.84

Federal Funds ----------	$506,574.00
State Funds ----------	34,213.00
County Funds ----------	34,213.00
TOTAL	$575,000.00

Group 1-100%
Contract No. 8920
Prefix 524-1037

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 12-147		County Marion
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number RS A 599(1)
MODIFICATION NUMBER 1	26-71	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 25, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 519,898.00	$ 562,000.00
Federal funds	$ 458,030.00	$ 495,122.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, and additional work and quantities under Price Agreements and extra work orders.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon, December 10, 1979

Federal Aid Project
No. RS-A599(1)

HUBBARD/BROADACRES RD- CASE ROAD SECTION
YERGEN COUNTY ROAD
MARION COUNTY

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 100+00 to sta. 187+10)
Subtotal of previous estimate of May 21, 1979 $ 458,060.00

Previous Estimate

General Excavation	159,850	Cu.Yd.	1.00	$ 159,850.00
Granular Backfill	8,085	Cu.Yd.	7.60	61,446.00
Pitrun Aggregate Base	14,430	Ton	3.80	54,834.00
Aggregate Leveling Course	3,600	Ton	5.95	21,420.00
				$ 297,550.00

Revised Estimate

General Excavation	162,000	Cu.Yd.	1.00	162,000.00
Granular Backfill	0		0	0
Granular Backfill (P.A #1)	16,662.65	Ton	4.6760	77,914.55
Pit Run Aggregate Base	10,600	Ton	3.80	40,280.00
P.A #3 1 1/2"-0 Aggregate Base	4,280	Ton	6.55	28,034.00
Aggregate Leveling Course	4,600	Ton	5.95	27,370.00
E.W.O. #2 Furnish and Install Additional Culvert Pipe	All Required			2,000.00
E.W.O. #3 Excavate soft spots in Subgrade	All Required			2,000.00
				$ 339,598.55

Increase	42,048.55
Subtotal	500,108.55
Engineering	61,891.45
Total	$ 562,000.00

Oregon State Highway Division
Salem, Oregon, December 10, 1979

Federal Aid Project
No. RS-A599(1)

Length of Roadway - - - - - - - - - - 1.650 mi.
Cost of Roadway per mile - - - - - - $ 340,606.61

Federal Funds	$ 495,122.00
State Funds	33,439.00
County Funds	33,439.00
Total	$ 562,000.00

Group 1 100%
Contract No. 8920
Prefix 524-1037

8920.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OMB No. 04-R2089
MONTHLY TRANSACTION NO. 5-237	FEDERAL-AID PROJECT AGREEMENT 5-25-79	State Oregon County Harlon Project No. RS-A599(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 4 mi. NE of St. Paul

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	4-4-79	1.650

ESTIMATED TOTAL COST OF PROJECT	FUNDS FEDERAL Pro Rata 88.1%
$ 519,000.00	$ 460,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Curtis

Assistant State Highway Engineer
(Title)

Asst. Fert H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

Fert S. L. Green

Date executed by Division Administrator MAY 25 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 21, 1979

Federal Aid Project
No. RS-A599 (1)

HUBBARD/BROADACRES RD. - CASE ROAD SECTION
YERGEN COUNTY ROAD
MARION COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 100+00 to Sta. 187+10)

Mobilization	All Required		$ 25,000.00
Clearing and Grubbing	All Required		7,500.00
Removal of Structures and Obstructions	All Required		400.00
Ditch Excavation	290 Cu.Yd.	6.40	1,856.00
Embankment Foundation Excavation	4,630 Cu.Yd.	1.40	6,482.00
General Excavation	159,850 Cu.Yd.	1.00	159,850.00
Granular Backfill	8,085 Cu.Yd.	7.60	61,446.00
Trench Excavation	545 Cu.Yd.	2.20	1,199.00
Finishing Roadbed and Slopes	All Required		7,800.00
Watering	450 M.-Gal.	5.00	2,250.00
Pit Run Aggregate Base	14,430 Ton	3.80	54,834.00
Aggregate Leveling Course	3,600 Ton	5.95	21,420.00
Install 144-inch Structural Plate Pipe	170 Lin.Ft.	50.00	8,500.00
Install 168-inch Structural Plate Pipe	280 Lin.Ft.	54.00	15,120.00
Bedding Material	1,465 Cu.Yd.	6.70	9,815.50
12-inch Culvert Pipe	262 Lin.Ft.	7.00	1,834.00
18-inch Culvert Pipe	90 Lin.Ft.	10.00	900.00
24-inch Culvert Pipe	434 Lin.Ft.	14.00	6,076.00
84-inch Culvert Pipe	98 Lin.Ft.	105.00	10,290.00
Type 2 Fence	12,530 Lin.Ft.	1.45	18,168.50
Loose Riprap, Class 100	925 Cu.Yd.	10.00	9,250.00
Fiber Filter	1,220 Sq.Yd.	1.10	1,342.00
Roadside Seeding and Mulching	1 Acre	625.00	625.00
Roadside Seeding and Straw Mulch with Mulch Binder	9 Acre	678.00	6,102.00
			$ 438,060.00

Oregon State Highway Division
Salem, Oregon, May 21, 1979

Federal Aid Project
No. RS-A599 (1)

Anticipated Items

Temporary Erosion	All Required	$ 10,000.00
Slide Correction	All Required	10,000.00
		$ 20,000.00
	Subtotal	$ 458,060.00
	Engineering	61,838.00
	Total	$ 519,898.00

Length of Roadway - - - - - - - - - - - - - 1.650 Mi.

Cost of Roadway Per Mile - - - - - - - - - $ 315,089.69

Federal Funds (88.1%)	$ 458,030
State Funds	30,934
County Funds	30,934
Total	$ 519,898

Group 1 100%
Contract No. 8920
Prefix 524-1037

8920

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 524-1037

INTER-OFFICE CORRESPONDENCE

August 29, 1980

Salem, Oregon

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Expected Overrun
Hubbard/Broadacres Rd.-Case Rd.
Yergen Co. Rd.
Contract No. 8920

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

We currently anticipate a $56,142.35 or 10.8% overrun of the original $519,898.10 authorization. This brings us to a new needed authorization of $576,040.45.

Extremely poor foundations and silty soils in the cuts with which to make the fills created the major overruns consisting of:

1.	Granular Backfill (BI#7/PA #1)	$16,000
2.	1-1/2" crushed aggregate base	28,000
3.	Erosion Repair	27,000
4.	Engineering	19,000
	TOTAL	$90,000

All of these items are self explanitory except the crushed aggregate base which we added to bridge soft areas created by the underlying soils and the round pit run aggregate originally specified as base.

County forces performed the erosion control work to date and anticipate performing the remaining $20,000 of erosion control work before the first of November. Carl Williams of your office authorized this latest expenditure.

Region 2 recommends your approval of this increase needed to complete the project within the intent of the original project description.

GW/rgb
cc: Warren Mueller
Hal Reynoldson

8920

CON 5

DATE: April 4, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hubbard/Broadacres Road-Case Road
Marion County
Contract No. 8920

The project authorization on this federal aid secondary grading and base project has overrun. An additional $35,948.03 is required to cover the estimated cost.

The granular backfill item was underestimated and will cost an additional $26,400. One and one-half inch aggregate base was substituted for pit run aggregate to help bridge unstable areas and required an additional $13,580. Increased inspection caused the engineering to overrun by $18,775.

It is recommended the project authorization be increased by $35,948.03 to a new total of $555,846.13. This matter will be on your consent calendar for your April 16 meeting.

OBJ:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
C. O. Fredrickson
George Bell

STATE OF OREGON

Highway Construction DEPT. 378-6318 TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8920

DATE: April 3, 1980

TO: H. S. Coulter
State Highway Engineer

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Overrun of Project Authorization
Hubbard/Broadacres Rd.-Case Rd.
Marion County
Contract No. 8920

An overrun of the project authorization for this federal-aid secondary project is apparent. Grading and stone base was the primary work. An additional $35,948.03 or 6.91% is required to cover the estimated costs.

The granular backfill material was under estimated. This item overran the original amount by $16,480. Price Agreement No. 3 was written to substitute 1-1/2" Aggregate Base for Pit Run Aggregate to help bridge weak areas. The additional cost as a result of this change amounts to $13,580. The increased inspection to monitor extra work and problem areas caused an overrun in Engineering of $18,775.

All items are eligible for federal participation. P.C.R.B. approval is not required. The Resident Engineer advises that the County is aware of the overrun and that the final work item added to the project was at the County's insistence.

Attached is a rough draft letter to the Transportation Commission along with a copy of the request for increase in authorization.

OBJ:DCA:mk
WR:fr

Attach.

cc: C. O. Fredrickson
W. Mueller
R. Church

OK IR

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: February 19, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Overrun of Project Authorization
Hubbard/Broadacres Rd.-Case Rd.
Marion County
Contract 8920

An overrun of the project authorization for this federal-aid secondary project is apparent. Grading and stone base was the primary work. An additional $35,948.03 or 6.91% is required to cover the estimated costs.

The granular backfill material was under estimated. This item overran the original amount by $16,480. Price Agreement No. 3 was written to substitute 1-1/2" Aggregate Base for Pit Run Aggregate to help bridge weak areas. The additional cost as a result of this change amounts to $13,580. The increased inspection to monitor extra work and problem areas caused an overrun in Engineering of $18,775.

All items are eligible for federal participation. P.C.R.B. approval is not required.

Attached is a rough draft letter to the Transportation Commission along with a copy of the request for increase in authorization.

OBJ:DCA:mk

Attach.

cc: C. O. Fredrickson
W. Mueller
R. Church

2-21, cy Construction
Thank Marion County
Let to Supervisor

9920

2

March 12, 1980

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

CON 5
Contract #8920

Gentlemen:

A post-final payment for $183.06 will be made to DARCO Construction, Inc. on Contract No. 8920 for work on Hubbard-Broadacres Road-Case Road in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $88,242.02 including the post-final payment. Of the total, $5,041.22 is for force account.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

RWG

bc: DARCO Construction, Inc.
P. O. Box 194
Woodburn, OR 97071

bc: C. T. Massey
Walt Hart
C. O. Fredrickson

8920

L

3-11-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

8920

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

TELEPHONE 588-5036
AREA CODE 503

REGION 2 ENGINEER
RECEIVED
MAR 1 1 1980
RLE RJE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

March 7, 1980

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Federal Aid Project Reimbursement.

Dear Phil:

Reference is made to Marion County letter of December 27, 1979, furnishing itemized lists of expenditures for various Federal Aid projects. In acccrdance with your telephone request and results of review by State auditors, statements of costs for the Hubbard/Broadacres Road - Case Road Section of Yergen Road have been revised and are resubmitted. Attached Sheet 1 lists engineering and related costs of $413.94 for the period of April 1, 1978 through April 6, 1979, (Charged to the Safer Off-Systems Project) and $225.87 for the period of April 7, 1979 through October 31, 1979. (Charged to the FAS-C project.)

Sheets 2 and 3 show County expenditures for placing and maintaining road closure signs ($1,011.96) and construction of environmental weir and pipe. ($6,401.18) These three sheets show total recorded County charges to the project during the period stated. All costs for signing and for the weir were incurred during this period.

Inasmuch as Marion County has been advised that there is some opposition to reimbursement for sign and weir costs, the following data summary is furnished.

Until mid-March, 1979, Marion County planned to accomplish this work in conjunction with a Safer Off-Systems project for which $430,500 had been reserved by OSHD. Because estimated project costs exceeded available funds, it was then anticipated that this work would be done by County without reimbursement. Conversion of the project from Safer Off-Systems funding to FAS-C funding during the period of March 13, 1979 to April 6, 1979, occurred in an unusually short time which did not permit detailed treatment of individual components of the project. However, by letter to you dated March 23, 1979, Marion County stated:

> "County matching funds for Federal Aid Secondary construction of the full project have been reserved in accordance with Board action in the session you attended on March 14." (underline added.)

It is also noted that Marion County policy, as set forth in Board of

Commissioners' letter of November 9, 1977, is that, "It is requested that the State Highway Division shall program all phases of each project for cost participation, whether it be FAU, FAS-C, or Off-System." It is admitted that State and County Obligations set forth in the FAS-C project agreement, strictly interpreted, do not contemplate any County participation in project activities or reimbursement therefor. Such interpretation would be unreasonable in view of the long-standing policy of reimbursement of County costs associated with Federal Aid projects in general and this project in particular.

County participation in signing on this project was suggested by ODOT, in order to reduce construction costs by closing the entire area to the general public during construction. This cost reduction resulted from eliminating neeeds for construction of temporary detours and for continuous traffic control measures. ODOT further suggested that under established regulations and procedures, County could effect necessary road closures at significantly lesser cost and in shorter time than could State. During this discussion it was mentioned that, practically, any temporary signing and traffic control directly related to construction operations would have to be provided by the contractor. By letter of October 25, 1978, Marion County requested State to proceed on the basis of County closure of roads and County erection of related closure and detour signs. State subsequently requested County to close the construction area to through traffic. By courtesy copy of Memorandum dated May 23, 1979, both Phil Stearns and Warren Mueller were advised of closure and of County intention to obtain reimbursement for costs of associated signs. It is noteworthy that no comments were received by Marion County on this memorandum and that Marion County never intended or agreed to accept complete responsibility for all construction signing on the project.

County work done on the environmental weir was also done on the basis of an informal County-State agreement, later formalized in the contract drawings. Need for the weir, including associated 12" culvert and dam, was not recognized until January, 1979, when construction plans were in final stages of preparation. At that time, it was agreed that County would construct the weir and install the 12-inch pipe and that State would construct the dam. Reasons for County undertaking construction of the weir and placement of pipe were that the weir was located outside the already obtained construction easement and that, except for the weir, no concrete was required for the project. The dam was located in an area to be extensively graded during road construction and was a logical item for inclusion in the State contract. As the project proceeded, the weir was completed by County forces, but the 12-inch pipe purchased by County was installed by means of a change to the State contract.

It is requested the costs itemized on attached sheets be approved as allowable project costs and that appropriate reimbursement be made.

Very truly yours,

John A. Anderson
Director of Public Works

John J. Green
Federal Aid Coordinator

JJG:lk

cc: Board of Commissioners
Warren Mueller
Lyle Watson
Bill Kappus

Attachments

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑ OK
MAY 29 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Wetlands Construction Alaska Department
Contractors Lot 52 - Yakutat, Alaska - Dock #96

A. From April 1, 1978 Through April 6, 1979

	Monthly Cost	Total
Mar. 1978		
Labor		
Dick Baynton	7374	
Y.E. 1978		
Labor		
Dean Nebergall	1860	
Nov. 1978		
Labor		
Dick Baynton	2709	
Surveyor (Travel, Charges)	600	
Jan. 1979 Through April 6, 1979		
Labor		
John Bacci	28851	41394

FAS-C Project

B. For Costs After April 7 Through October 30, 1979

April 7, 1979 Through October 30, 1979		
Labor		
John Bacci	14670	
George Grove	7917	22587
Total		63981

"Marion County Parks & Harbor Department"
Expenditures for Sign Shop Changes - Year to Date 1979
From April 7, through October 31, 1979

	Monthly Costs	Total
April 7 Through November 6, 1979		
Labor		
Roy Hart	$ 6958	
Rick Jeffrey	3000	
Clarence Johnsone	7294	
Marv Zander	3344	
		$ 20596
May 79		
Material		
Signs charged from Stores Inventory	$ 66200	$ 66200
July 79		
Material		
Signs charged from Stores Inventory	$ 12600	$ 12600
August 79		
Material		
Signs charged from Stores Inventory	$ 1800	$ 1800
		$ 101196

Marion County Public Works Dept.
Expenditures For Environmental Impact Report - Ryegrass - MR96
From May 1979 Through October, 1979

		Monthly Cost
May 79		
Labor		
Surveyor (Printing Charges		740
Dick Saunter		12960
Larry Bachler		12580
RR Nellleton		11420
DK Hoolley		10420
MW Welty		1713
Bids		
Pacific Aggregated Bids		111495
Salem Printing		1975
June 79		
Labor		
Dick Saunter		4675
Larry Bachler		6290
RR Nellleton		2284
DK Hoolley		5210
FC Cotes		35948
LA Fahey		6852
RH Foehlich		44285
SW Stegleman		56032
MW Welty		66807
Bids		
Furrow Bldg Material Co		26786
Salem Machinery & Supply Co.		1631
Equipment		
Equip Usage		172200
Material		
Material charged from Store Inventory		47815
		640118

May 79

Labor

Surveyor (Printing Charges		740
Dick Baynter		12960
Larry Bechler		12580
RR McMeton		11420
DK Hoolley		10420
MW Welty		1713

Bills

Pacific Communited Proj		111495
Salem Printing		1975

June 79

Labor

Dick Baynter		4675
Larry Bechler		6290
RR McMeton		2284
DK Hoolley		5210
FC Coles		35948
LA Faher		6852
RH Krehbiel		44285
SW Stedman		56032
MW Welty		66807

Bills

Furrow Bldg Material		26786
Salem Machinery & Supply Co		1631

Equipment

Equip Used	172200	

Material

Material charged from Store Inventory	47815	
		640118

Sheet 3

8920

February 27, 1980

United States Fidelity & Guaranty Company
P. O. Box 3458
Portland, OR 97208

COM 5
Contract #8920

Gentlemen:

Contract No. 8920 awarded to BANCO Construction, Inc. for work on the Hubbard-Broadacres Road-Case Road in Marion County was completed on November 13, 1979, and accepted by the State Highway Division on February 22, 1980.

Final payment in the amount of $23,198.01 will be released to the contractor after March 3, 1980. The total contract amount is $488,058.97, including $5,041.22 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmm
cc: BANCO Construction, Inc.
P. O. Box 184
Woodburn, OR 97071

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hanek
C. O. Fredrickson

8720

FAS A599

ROAD DESIGN SECTION 378-6558

January 25, 1980

Warren Mueller
Resident Engineer
Lyle K. Watson
Lyle K. Watson
Final Design Supervisor

Hubbard/Broadacres Rd.
Case Rd. Sec.
FAS A599 (Yergen Rd.)
Marion County

Granular backfill material was called for on the Case Creek culvert because the plate thickness was one size smaller than required by the height of fill. Granular backfill was not called for on the Champoeg Creek culverts. (See Plan Sheet 3.)

Strutting was not called for on the plans because strutting was not required for these pipes. Only elliptical shaped structural plate pipes are strutted. (See Specs. 522.37.) All pipes (including structural plate pipes) should be backfilled according to Standard Specifications 206.32 to be sure there is no failure. This was especially true for these large structural plate pipes on this project.

The combination of erodible material and the 1-1/2:1 and 2:1 slopes was a concern of the design people. It appears the Resident Engineer took care of this by extra work order.

LKW:mw
cc: C. T. Keasey
C. O. Fredrickson
Jerry Miller

8920

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

TELEPHONE 588-5036
AREA CODE 503

Gerry Wimer

November 19, 1979

REGION 2 ENGINEER
RECEIVED
NOV 23 1979
RLE RGE RE RCE RME RTE ROE ULE GEO RSO ENV RPE

Warren Mueller, Resident Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road (MR 96).

Dear Mr. Mueller:

Referring to: 1) a field review on Wednesday, November 14, 1979, by you and Gerry Wimer for the State and John Green and the writer for Marion County and 2) a 3-way phone conference among Bill Kappus for the FHWA, you for the State and Green and Grove for the County, following is the County's position with respect to the referenced project and our understanding of agreement reached by referenced phone conference this date.

As discussed, the County, for reasons enumerated below, considers that the project is not completed. However, this office has no reason to consider that the State's Contractor has not fully complied with the terms of the construction contract and, subject to the Project remaining open and eligible for additional funds as may be necessary, has no objection to State's release of Contractor from his 1) performance bond and 2) retained contract payments so that he may engage in other work.

Confirming verbal discussion, this office has the following concerns regarding the project as it exists:

1. Some sections of the road embankment are obviously quite unstable and there is certainly a potential for the existing unstable areas to enlarge and/or for additional areas of instability to develop. There is also the possibility that existing areas of instability will knit together and stabilize even during the winter months and the expectation (altho not a certainty) that all the unstable areas will cure out and stabilize under the influence of warmer, dryer weather next spring and summer.

2. There is a significant possibility of massive embankment failure (by rotational slide, solifluction or plastic flow) during (and possibly for a period after) the rainy season.

3. There is still the possibility of quite substantial erosion occurring during the wet season.

cc. C T Keasey
DE Swan

4. From problems enumerated above and from severe "washboarding" of the surface this office has a very real concern that the frequency and cost of maintenance efforts required just to keep the road open and reasonably passable through the wet season may be excessive.

With respect to the referenced agreement reached during the phone conference our understanding is as follows:

1. State will release its Contractor and close out the Contract.

2. The Project will remain open for any necessary additional federal funding, and will be reviewed by all interested parties, (FHWA, State and County), sometime next spring to determine what additional extra work, if any, will be necessary to correct major problems such as embankment instability and substantial erosion.

3. In the event that a major failure or imminent failure develops prior to next spring, all parties will jointly initiate action to effect emergency measures sufficient to open and keep the road open until spring.

4. The County will accept the road for routine maintenance and close monitoring thru the winter months with the stipulation that should the burden of maintenance required (particularly from County Concerns 1, 2, & 3) become excessive, County will seek relief and sustenance from State.

With respect to maintenance, it is our intent to proceed immediately with signing and other traffic control measures. The road will be maintained as a construction zone thru the winter with appropriate construction speed limits established. Other measures will be taken as necessary.

If further information or action is required, please advise.

Very truly yours,

G. T. Grove

George T. Grove
Acting Director of Public Works

GTG:lk
cc: Board of Commissioners
Hal Brauner
Bill Kappus
Gerry Wimer ✓
Phil Stearns
Files

8920

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HUBBARD/BROADACRES RD. - CASE RD.		WEEK ENDING: 11/17/79
		SECTION PREFIX: 524-1037
HIGHWAY: COUNTY RD. (YERGEN RD.)		COUNTY: MARION
NAME OF JOB: HUBBARD/BROADACRES RD. - CASE RD.	KIND OF WORK: GRADING AND STONE BASE	
CONTRACTOR: DANCO CONSTRUCTION, INC.	CONTRACT NUMBER: 8920	FEDERAL AID PROJECT NUMBER: RS A599(1)
DATE OF CONTRACT: 5/8/79	DATE WORK STARTED: 5/23/79	ESTIMATED COMPLETION DATE: 11/14/79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 183
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 102
PROJECT AUTHORIZATION: $519,898.10	ENGINEERING AUTHORIZATION: $41,225.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $478,672.70	ENGINEERING COST TO DATE: $50,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $478,672.70		DATE PROJECT WAS COMPLETED: 11/13/79
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 121%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.65	1.65	----------	----------	----------
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.65	1.65			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	159,850 cy	14430 ton			
TOTAL QUANTITIES CORRECTED TO DATE	162,470	14900			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	162,470	14900			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	P. Cloudy	177		
MONDAY 12	"	178		
TUESDAY 13	"	179		JOB COMPLETE
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kessey, Richards, Hopkins, Berg, Williams, Inloes, Johnson, Wildner, Glenn, Gebauer, Church

RECEIVED
NOV 20 1979
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	COMPLETED EROSION CONTROL
WEDNESDAY	GEO. GROVE, JOHN GREEN; MARION CO. G.W. WIMER, W.E. MUELLER; HIGHWAY DIV. 3 FINAL INSPECTION PAUL DANIELS; CONTRACTOR
THURSDAY	
FRIDAY	CONTRACTORS WORK HAS BEEN ACCEPTED. PROJECT WILL KEPT OPEN TILL APRIL 1980, TO DO EROSION CONTROL WORK IF NEEDED. Wm. KAPPUS; FHWA G.W. WIMER, W.E. MUELLER; HIGHWAY DIV. FINAL INSPECTION
SATURDAY	

REMARKS

JOB COMPLETE - LAST REPORT

SIGNED Warren E. Mueller LOCATION

WARREN E. MUELLER, RES. ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

| | | |

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	YEAR TO DATE	GRAND TOTAL TO DATE
SPTC XING & QUINBY RD-SALEM CONT NO		FA PROJ NOS	MRP 000020 100				STATE
	224 1948	305	00 P 1		24.00	56.20	56.20
		TOT	P1		24.00	56.20	56.20
		** JOB TOTALS **			24.00 **	56.20 **	56.20 **
MARKET RD 88-COUNTY RD 8415 CONT NO		S FA PROJ NOS	OS	500001 100			00 STATE
	224 1995	296	00 N 9		6,389.86CR		41,179.46CR
	224 1995	297	00 N 9				2,500.00
	224 1995	298	00 N 9		6,389.86		38,759.86
	224 1995	299	00 N 9	RR + or other Transfers			14.60
	224 1995	901	00 P 1	Residency Eng			14,297.15
	224 1995	903	00 P 1	Local Agency PE			17,856.40
	224 1995	905	00 P 1	Final Design			6,960.15
	224 1995	909	00 P 1	Rlm descriptions			1,068.79

9-79

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	YEAR TO DATE	GRAND TOTAL TO DATE
TOTAL TO DATE JOB COST SUMMARY					SEPTEMBER 1979 FISCAL		PAGE 432
	224 1995	910	00 P 1	Soils			322.89
	224 1995	911	00 P 1	Signing			171.76
	224 1995	912	00 P 1	Land Scape			208.99
	224 1995	913	00 P 1	Rlm Negotiations			24.07
	224 1995	914	00 P 1	Utilities			136.40
	224 1995	918	00 P 1	Rewm			126.96
	224 1995	920	00 P 1	Planning	13.40		180.60
	224 1995	921	00 P 1	Spec's			1,222.61
	224 1995	922	00 P 1	Admin. Eng.			81.34
	224 1995	923	00 P 1	Environ.			2,845.21
	224 1995	930	00 P 1	Hearings			28.80
		TOT	P1		13.40		45,200.62
		TOT	N1				6.94
		** JOB TOTALS **		**	13.40 **	45,206.56 **	
PATTERSON FERRY RD UPRR XING CONT NO		FA PROJ NOS	OS	500001 100			00 STATE
	225 1956	296	00 N 9		98.19		2,932.29CR
	225 1956	297	00 N 9				916.80
	225 1956	298	00 N 9		98.14CR		2,016.29
	225 1956	901	00 P 1				111.82
	225 1956	904	00 P 1				2,302.00
	225 1956	905	00 P 1				104.69
	225 1956	910	00 P 1				58.50
	225 1956	911	00 P 1				6.96

45206.55
33.161
OHS
8120

8970

Lands
et
97310
3059
8-3805

APPENDIX 4

Permit No. 2623
Permit Type Removal/Fill
Waterway Case Creek, Champoeg Creek
County Marion County
Expiration Date June 7, 1979
PN 002302
Hubbard/Broadacres Rd-Case Rd See

MARION COUNTY

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene R. Schmitz
Authorized Signature

June 7, 1978
Date Issued

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 2633

1. This permit authorizes placement of culverts and fill material in Case and Champoeg Creeks and certain channel alterations as described in the attached application and drawings (Preliminary Copy dated June 20, 1977). All work shall be conducted according to operating conditions which follow.

2. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's of less, or more than a 10% increase when background turbidity is more than 30 JTU's.

3. Waste materials and spoils shall be placed above the bankline.

4. Surplus materials shall not be disposed of on existing wetland areas.

5. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

6. There shall be no removal or filling in the permit area between September 15 July 1.

7. There shall be no operation of equipment in the active flowing stream between September 15 and July 1.

8. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

9. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

10. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, shrubs and trees.

11. All riprap shall be placed from above the bankline.

12. The completed revetment shall have a slope no steeper than 1½:1.

13. Removal of existing woody vegetation shall be minimal.

14. Culvert placement shall follow applicable guidelines in "Salmonid Passage at Stream-Road Crossings" by Jim Lauman, Oregon Department of Fish and Wildlife.

15. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

June 7, 1978

8420

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-2400(1)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) RECEIVED [ ] 2.

STATE HWY ENGR

MAY 9 - '79

REFER TO

FOR

Info | Invest | R/D | D/R | Sign | Act | File

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-16

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-1-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Champoeg Rd.-Case Rd. Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) Program Change See below
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979, I approve the revised preliminary engineering costs to a TEC of $47,800 with Federal participation limited to $37,315.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-1-79	G. K. Hoerner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8920

April 27, 1979

Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
Director of Public Works

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Dance Construction Inc., P.O. Box 184, Woodburn, Oregon 97071 for the Hubbard/Broadacres Road-Case Road Section, on Yergan Road, FAS-A599.

The County's advance deposit based upon the contractor's bid is as follows:

Bid Items	$438,060.00
Slide Correction	10,000.00
Temp. Erosion Control	10,000.00
4% Contingencies	20,612.70
9% Engineering	41,225.40
ESTIMATED TOTAL COST	$519,898.10

457,50.

Rec'd 5/7/79 Told Steve + Regen

County's Advance Deposit:
6% of $519,898.10 = $31,193.89 and rounded $31,200.00

Please make your check in the amount of $31,200.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

Very truly yours,

Gerald Winer
Local Government Engineer

HK:pf

bcc w/AD #628: Vern Skoog - Please return completed AD # 628 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

H
MB

8920

April 4, 1979

Marion County board of Commissioners
Courthouse
Salem, OR 97301

Attention: Edwin F. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5313

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering Hubbard/Broadacres Road-Case Road Section of Yergen Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkv

Enclosure

bc: Gerald Wimer (agreement attached)

8920

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-A599(1)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90120

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-11 Orig To

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-27-79	4-4-79	Secondary A599	County Road

GENERAL LOCATION:

Hubbard/Broadacres Rd. - Case Rd. Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated February 28, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	G. L. Green	for Division Administrator

FORM FR-1240 (REV. 8-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9

TOTAL TO DATE JOB COST SUMMARY — MARCH 1979 — PAGE 628

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
CO RDS 629 634 735 774 878	CONT NO		FA PROJ NOS SRS 005031 100				00 STATE
	224	1985	296	00 N 9			131.42CR
	224	1985	298	00 P 1			131.42
	224	1985	905	00 P 1			49.78
	224	1985	915	00 P 1			96.24
			TOT	P1			146.02
			** JOB TOTALS **		**	**	146.02 **
	224	1987	296	00			1.52CR
	224	1987	299	00			1.52
			TOT	00			
			** JOB TOTALS **		**	**	**
MARKET RD #8-COUNTY RD #415	CONT NO		FA PROJ NOS OS 400001 100				00 STATE
	224	1995	296	00 N 9	2,265.35CR	10,370.59CR	15,444.96CR
	224	1995	297	00 N 9		2,400.00	2,400.00
	224	1995	298	00 N 9	2,265.36	7,970.59	13,030.36
	224	1995	299	00 N 9			14.60
	224	1995	901	00 P 1	4,223.14	6,670.56	6,728.66
	224	1995	903	00 P 1		1.40	17,866.40
	224	1995	905	00 P 1	208.27	4,344.64	6,948.15
	224	1995	909	00 P 1		1,068.74	1,068.74
	224	1995	910	00 P 1		276.57	327.89
	224	1995	911	00 P 1		173.76	173.76
	224	1995	912	00 P 1		208.99	208.99
	224	1995	913	00 P 1		24.07	24.07
	224	1995	914	00 P 1	6.40	6.40	6.40
	224	1995	918	00 P 1		34.24	126.96
	224	1995	920	00 P 1	71.92	85.32	85.32
	224	1995	921	00 P 1	293.33	1,167.01	1,167.01
	224	1995	922	00 P 1	16.46	81.94	81.94
	224	1995	922	00 N 1		6.48	6.48
	224	1995	923	00 P 1	34.77	513.49	2,545.21
	224	1995	980	00 P 1			29.20
			TOT	P1	4,853.29	14,657.12	37,388.69
			TOT	N1		6.48	6.48
			** JOB TOTALS **		4,853.29 **	14,663.60 **	37,395.17 **
PATTERSON FERRY RD UPRR XING	CONT NO		FA PROJ NOS OS 500001 100				00 STATE
	225	1955	296	00 N 9			3,030.43CR
	225	1955	297	00 N 9			916.00
	225	1955	298	00 N 9			2,114.43
	225	1955	901	00 P 1			111.02
	225	1955	904	00 P 1			2,302.00
	225	1955	905	00 P 1			104.62
	225	1955	910	00 P 1			58.40

48% Fed Match
OS Funds
Use Fed. Funds obligated $ 33,161
Y/year RI
FAS A599
3-79
87220

Section Hubbard / Broadacres Rd. - Case Rd. Programming Estimate $ 755,000. & Utilities

Highway 8720 County Road (Yergen Rd.) Project Length 1.65 mi.

County Marion Completion Time ~~200~~ 180 cal. days

Kind of Work Grading and Stone Base 11/15/79

Prefix 224-1995 FA Project No. ~~SOS-2400(2)~~ RS-A599(1)

STRUCTION AUTHORIZATION

ract Amount $ 645,219 00

Apr. 26

$10,000	
$10,000	
	$ 20,000 00

Misc. Permit Fees

$ 665,219 00

Contingencies (4-1/2%) 29,934 86

Engineering (9%) 59,869 71

~~SUBTOTAL~~ $

Credit for . . . . .

Estimated Net Authorization, Construction . . . . . $ 755,023 57

APPROVED

Road Design Engineer

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3/27/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Completion Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storerooms	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 2
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please forward to County. With this estimate the county's share would be approx $45,300

Section Hubbard / Broadacres Rd. - Case Rd. Programming Estimate $ 755,000.

Highway County Road (Yergen Rd.) Project Length 1.65 mi.

County Marion Completion Time ~~200~~ 180 cal. days

Kind of Work Grading and Stone Base 11/15/79

Prefix 224-1995 FA Project No. ~~SOS-2400(2)~~ RS-A599(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 645,219 00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction	$ 10,000	
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	$ 10,000	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 20,000 00
		$ 665,219 00
Contingencies (4-1/2%)		29,934 86
Engineering (9%)		59,869 71
~~SUBTOTAL~~		$
Credit for		
Estimated Net Authorization, Construction		$ 755,023 57

Apr. 26

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — ~~SUMMARY BID SCHEDULE~~ — COST ESTIMATE

Sheet 1 of 2

Date Jan 31, '79

ection Hubbard / Broadacres Rd. ~ Case Rd. County Marion

ind Of Work Grading and Stone Base Length 1.65 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (8%)		All	All		48,000-
~~Temporary Protection and~~					
~~Direction of Traffic~~		~~All~~	~~All~~		
~~Temporary Signs~~		~~Sq. Ft.~~			
ROADWORK					
Clearing and Grubbing		All	All	-	15,000-
Removal of Structures and					
Obstructions		All	All	-	10,000-
Ditch Excavation		Cu. Yd.	290	10-	2,900-
Embankment Foundation Excavation		Cu. Yd.	4,630	5-	23,150-
General Excavation		Cu. Yd.	159,850	1 50	239,775-
Trench Excavation		Cu. Yd.	545	10-	5,450-
Granular Backfill		Cu. Yd.	8,085	8-	64,680-
Finishing Roadbed and Slopes			All	-	3,500-
Watering		M.-Gal.	450	10-	4,500-
Pit Run Aggregate Base		Ton	14,430	6 50	93,795-
Aggregate ~~Base~~ Leveling Course		Ton	3,600	7-	25,200-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 2 of 2

Date Jan. 31, '79

ection Hubbard / Broadacres Rd. – Case Rd. County Marion

ind Of Work Grading and Stone Base Length 1.65 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Install 144-inch Structural Plate Pipe		Lin. Ft.	170	45⁻	7,650⁻
Install 168-inch Structural Plate Pipe		Lin. Ft.	280	55⁻	15,400⁻
Bedding Material		Cu. Yd.	1,465	8⁻	11,720⁻
12-inch Culvert Pipe		Lin. Ft.	262	10⁻	2,620⁻
18-inch Culvert Pipe		Lin. Ft.	90	17⁵⁰	1,575⁻
24-inch Culvert Pipe		Lin. Ft.	434	16⁻	6,944⁻
84-inch Culvert Pipe		Lin. Ft.	98	90⁻	8,820⁻
Type 2 Fence		Lin. Ft.	12,530	2⁵⁰	31,325⁻
Loose Riprap, Class 100		Cu. Yd.	925	15⁻	13,875⁻
~~Filter Blanket~~		~~Cu. Yd.~~	~~50~~		
Fiber Filter		Sq. Yd.	~~1,220~~ 1,075	2⁻	2,440⁻
Roadside Seeding and Mulching		Acre	1	600⁻	600⁻
Roadside Seeding and Straw Mulch with Mulch Binder		Acre	9	700⁻	6,300⁻
				subT	597,219⁻
				Mobil	48,000⁻

8920

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-27-79

FEDERAL AID PROJECT NO.: RS-A599(1)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90120

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO
Nuebourg
FOR
Info | Inves | R/D | C/R | Sup | Art | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-27-79	3-27-79	Secondary A599	County Road

GENERAL LOCATION:

Hubbard/Broadacres Rd.-Case Rd. Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain and Rock Base

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 21, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $755,100 - Federal Funds $665,200 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards for this project are lower than the minimum design standards, as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-27-79	E. J. Walsh	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—426-787

8720

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Revised Project Data Submission
Item No. 90120
Project No. RS-A599(1)
Hubbard/Broadacres Rd.-Case Rd. Sec.
Marion County

Attached support data consists of PR-1 forms revising the project to conform with system revision to FAS-A599. Project maps were submitted with PR-1 forms dated February 22.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1979.

We request authorization for construction at an estimated total cost of $755,100 with an obligation of $665,200 in Federal funds.

JLG:dmc
Attachments
cc: C. O. Fredrickson, Reg. 2
[redacted] w/att.

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

March 21, 1979 Rev. to FAS Proj.
February 22, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

REGION	STATE NAME
10	Oregon

CARD 2 — REPORT NUMBER (19)–(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., Approx. 4 mi. NE of St. Paul (21–65)

ADT: PRESENT 225 DHV 35 — FUTURE 380 (66) — YEAR 99 (70)(71)(72)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., Rock Base (26–62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER: PREFIX LETTER(S) RS- (14–17) — NUMBER A599

COUNTY NAME: Marion (11–13)

CARD — CLASS OF FEDERAL FUNDS: Rural Secondary — ROUTE NO. S — FEDERAL-AID A599 (32) — STATE Co. Rd.* (36)(37) — U.S. ---

NAME OF URBAN AREA (17–31): ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42–46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(60)	FEDERAL FUNDS 88.1% (67)(70)	STATE FUNDS	OTHER FUNDS (County)
1	(1415)	(16)	41	42								
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Hubbard/Broadacres Rd.-Case Rd. Sec."	1.65	755,100	665,200	44,950	44,950
							PROJECT TOTALS	1.65	755,100	665,200	44,950	44,950

(16) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY: JLG

1 — 14 — PROGRAM APPROVAL DATES: 10-13-78

REMARKS: Additional Data: Item OS-2400(1).

* Yergen Rd.

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

March 21, 1979 Rev. to FAS Proj.
February 22, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Approx. 4 mi. NE of St. Paul	ADT	225 DHV 35	380	99	10	Oregon	41	075	90120

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Base								RS-	A599	(1)		

COUNTY NAME: Marion — CODE: 047

ROUTE NO.: S — FEDERAL-AID: A599 — STATE: Co. Rd.* — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
E								7
ROW								ROW-80' min.; Access Control-none; Parking Restrictions-none.
CONST (CODE) 6201		"Hubbard/Broadacres Rd.-Case Rd. Sec."	1.65	755,100	665,200	44,950	44,950	
		PROJECT TOTALS	1.65	755,100	665,200	44,950	44,950	

JLG

APPROVAL DATES: 10-13-78

* Yergen Rd.

REMARKS: Additional Data: Item No. OS-16; Project No. OS-2400(1).

over

USCOMM DUSCOMM-DC 48905-P61

HUBBARD/BROADACRES RD.-CASE RD. SECTION
PROJECT NO. RS-A599(1)

Project Data: The work consists of grade, drain and place base and leveling course to provide a section to accommodate, when paved, two 12-foot travel lanes with 4-foot shoulders. Construct channel change at Case Creek and install structural plate pipe culverts at crossings of Case Creek and Champoeg Creek. Furnish and install 84-inch cattle pass in vicinity of Case Creek and accomplish incidental work common to this type of project.

Note: County to perform construction engineering with review by State forces.

FHPM 7-7-2 Requirements: Final Negative Declaration approved by FHWA on August 10, 1978.

Unusual Circumstances: County to furnish at their expense the structural plate pipe culverts for Case Creek and Champoeg Creek crossings from stock stored at County maintenance shop located near Woodburn. Place high-type pavement, furnish and install guardrail and furnish and plant trees and schrubs by others.

NOTE: 1) This project is in Congressional District No. 2.
2) Included in 6 YR. HIP, adopted February 22, 1978, on pg. 41 and in September 1978 Schedule of Contract Lettings on page 10 line 9.

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 19, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Cancellation OS Project (OS-2400(1))
Approval of an FAS-C Project

Hubbard/Broadacres Road-Case Road Section
Yergen Road
Marion County

This grading and surfacing project was approved by the Oregon Transportation Commission as an OFF SYSTEM Roads Project on July 30, 1975. The preliminary engineering for a roadway with 2-12' travel lanes and 4' shoulders has been completed. However, the OFF SYSTEM Roads funds have run out and the County is now requesting that this project be cancelled as an OFF SYSTEM Roads Project and be constructed as an FAS-C project. Construction engineering will be by State. See attached sketch for location.

Jurisdiction	Section	Total Funds	Fed Funds	State Funds	County Funds
Marion County	Hubbard/Broadacres Rd.-Case Road Section FAS-A599	$755,000	$664,400	$45,300	$45,300

The Region and this office have investigated the situation and recommend it for financing under the FAS-C Program. The Association of Oregon Counties Board of Directors this date authorized advancing this project with Marion County's share of FAS-C funds. Please authorize construction of this project by delegated authority.

3/19 orig. to Head
cy Wimer

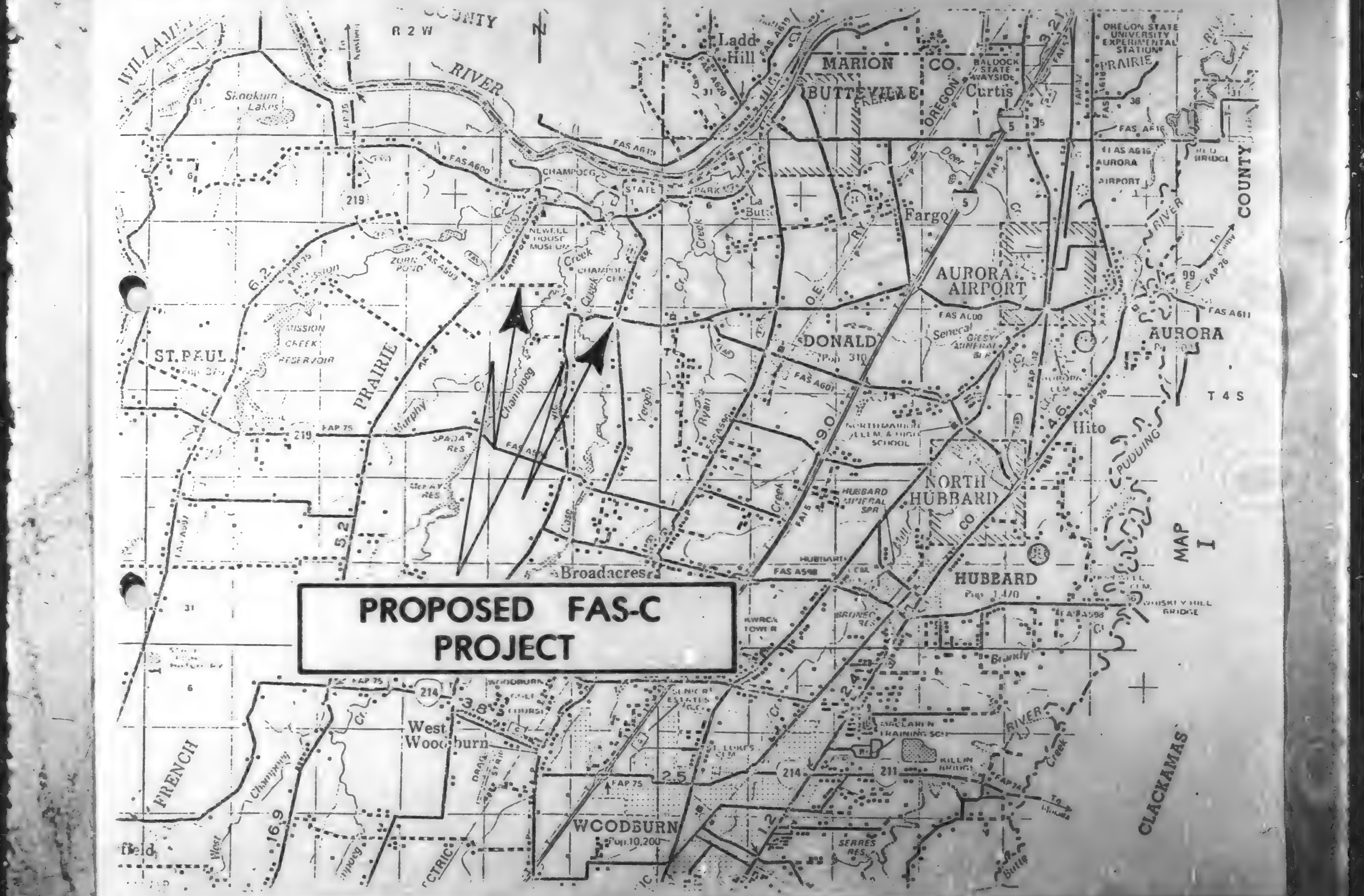
APPROVED BY:

State Highway Engineer

Date 3/19/79

HR:pf
Attachment

81-128-1367


PROPOSED FAS-C
PROJECT
MAP
I
R 2 W
T 4 S
MARION CO.
CLACKAMAS COUNTY
WILLAMETTE RIVER
Ladd Hill
BUTTEVILLE
Curtis
Fargo
AURORA AIRPORT
DONALD
AURORA
ST. PAUL
PRAIRIE
Hito
NORTH HUBBARD
HUBBARD
Broadacres
West Woodburn
WOODBURN
FRENCH PRAIRIE
Champoeg
Champoeg State Park
Newell House Museum
Zorn Pond
Mission Creek Reservoir
Skookum Lakes
Baldock State Wayside
Oregon State University Experimental Station
McClain Training School
Killin Bridge
Whiskey Hill Bridge
Pudding River
Butte Creek
Senecal Creek
Ryan Creek
Case Creek
Yergen Creek
Murphy Creek
Champoeg Creek
Doer Creek
Hubbard Mineral Spr
Serres Res.
Spada Res.
Brunk Res.
Bronec Res.
KWRCA Tower
Hubbard Cem.
St. Luke's Cem.
Woodburn Estates
Woodburn Golf Course
North Marion Jr. & High School
FAS A600
FAS A601
FAS A602
FAS A603
FAS A611
FAS A615
FAS A616
FAS A619
FAS A620
FAS A598
FAP 75
FAP 76
FAS 5
FAS 12
FAS 1618
214
219
211
5.2
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2.5
1.2
16.9
2.4
4.6
6.2
9.0
9.9

8920

ASSOCIATION OF OREGON COUNTIES

PRESIDENT • GEORGE CALVERT — JOSEPHINE COUNTY
FIRST VICE PRES. • EARLE C. MISENER — UNION COUNTY
SECOND VICE PRES. • STAN SKOKO — CLACKAMAS COUNTY
TREASURER • F. E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.

P.O. BOX 12729
SALEM, OREGON 97309

(503) 585-8351

P. JERRY ORRICK, EXECUTIVE DIRECTOR

March 19, 1979

Mr. Gerald Wimer
Local Government Manager
Department of Transportation
Room 207
Salem, OR 97310

Re: Hubbard/Broadacres Rd. - Case Rd. Section
Marion County SOS Project

Dear Jerry:

The AOC Board of Directors this date authorized the advancement of the subject project based upon:

1. Since nationally no SOS funds are available for this project it shall be funded with Marion County allotment of FAS-C funds.

2. Marion County is number ten on the FAS-C priority list with a reserve of $315,000 and receiving $228,000 of federal funds annually.

3. That this $755,000 project can be advanced now, hopefully at the May 24 or possibly April 26 bid opening, without delaying any previously authorized projects.

4. The AOC Technical Advisory Committee will review this matter Thursday, March 22, and hopefully support the board in its action. You may proceed as though they concur.

Sincerely,

Bill

Bill Penhollow
Executive Assistant

lp

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 19 1979
File: PM FA
TAM Brandon LG OP

cc H. L. Coulter
Phil Stevens

Sent 3-19-79 AK

89-20

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM W. H. Tebeau
Operations Planning Manager

SUBJECT Marion County Request For
FA Status on McKay Road

Marion County has requested McKay Road be placed on the Federal Aid Secondary System. This section of road is presently functionally classified as a major collector and therefore eligible for FAS.

It should be noted that there is a discrepancy in their request. FAS 128 as mentioned is presently FAS A600 and FAS A601. Market Road 96 (Yergen Road) from west of Aurora to FAS A601 (west of Donald) is also presently FAS A600. This discrepancy does not present any problem in processing this request.

Attached is a copy of the County Board of Commissioners letter requesting this action along with a map showing the proposed route. The reason for this request is to make FAS funds available for construction of an Off-System project which was cancelled.

Your approval of this request to add this section of 1.89 miles to FAS A599 is recommended.

If any further information is needed, please let me know.

RS:dmc
Attachment
cc: Phil Stearns, Region 2
G. W. Wimer

3-15-79 Roy Spivey Promised to hand deliver original.

R

FUNCTIONAL HIGHWAY CLASSIFICATION
Based on Future Usage (5 to 10 yrs)

LEGEND

- INTERSTATE
- OTHER PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- MINOR COLLECTORS
- FA URBAN BOUNDARY

DECEMBER 31, 1975
REV. 2-17-76
REV 6-1-76
REV MARCH 8 1977
REV 4-1-77

MARION COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1980

Projection: Oregon
Plane Coordinate (s): Lambert Projection
Oregon North Zone or Thousands of Feet

SHEET 2

MARION COUNTY OREGON 24

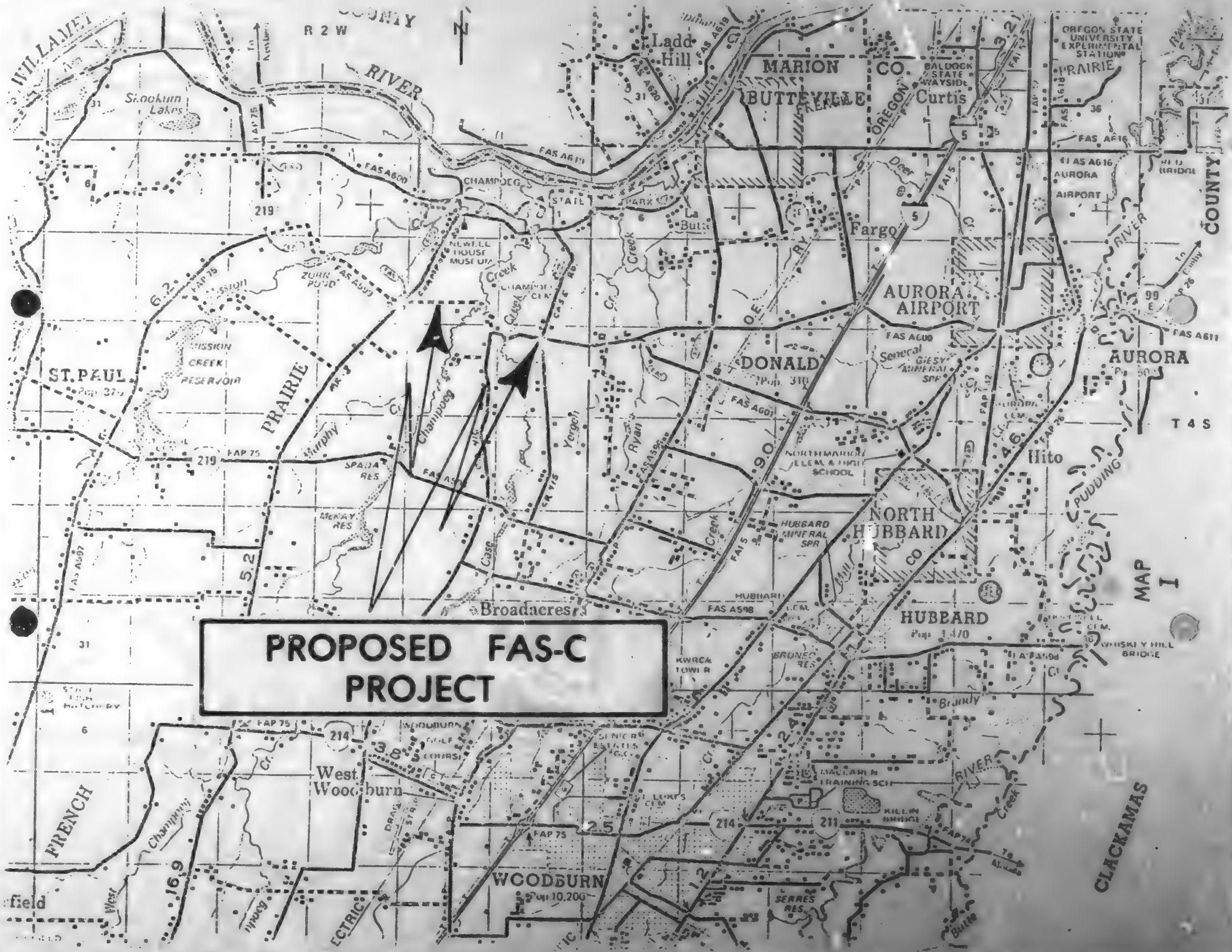
March 1979 Addendum

STATE OF OREGON

FEDERAL AID SECONDARY SYSTEM

Marion COUNTY

FAS NO.	Local Road No.	ROUTE DESCRIPTION AND TERMINI	Rural Mileage
A599		Delete	
A599	512-513	Add: Jct. FAP 75 north of St. Paul east to Jct. FAS A600	3.8


PROPOSED FAS-C
PROJECT
MAP
I
R 2 W
T 4 S
WILLAMETTE
RIVER
PRAIRIE
RIVER
CLACKAMAS
COUNTY
MARION
CO.
OREGON
Ladd Hill
BUTTEVILLE
Curtis
Fargo
AURORA
AIRPORT
DONALD
Pop. 310
AURORA
Pop. 590
ST. PAUL
Pop. 375
Hito
NORTH
HUBBARD
HUBBARD
Pop. 1,410
Broadacres
WOODBURN
Pop. 10,200
West
Woodburn
FRENCH
PRAIRIE
Champoeg
STATE
PARK
Stockton
Lakes
OREGON STATE
UNIVERSITY
EXPERIMENTAL
STATION
BALDOCK
STATE
WAYSIDE
NEWELL
HOUSE
MUSEUM
MISSION
CREEK
RESERVOIR
ZORN
POND
SPADA
RES.
McKAY
RES.
SERRES
RES.
BRUNEC
RES.
KWRCA
TOWER
HUBBARD
MINERAL
SPR.
GIESY
MINERAL
SPR.
WOODBURN
GOLF
COURSE
SENIOR
ESTATES
INC.
McLAREN
TRAINING SCH.
NORTH MARION
ELEM. & HIGH
SCHOOL
WHISKEY HILL
BRIDGE
KILLIN
BRIDGE
PUDDING
RIVER
Champoeg
Creek
Case
Creek
Ryan
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8920

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Randall Franke
Pat McCarthy

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

March 14, 1979

Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road OS 2400 (1).

Dear Mr. Stearns:

In reply to Gerald Wimer's letter of March 13, 1979, notifying us that there are insufficient Federal Off-System funds for the above project, it is requested that this project be changed to a Federal Aid Secondary-County Project and that Oregon State Highway Department take necessary action to obtain funding from this source. It is also requested that appropriate action be taken to effect the awarding of the construction contract as early as possible so that construction may proceed within the stream beds during the June 1 - September 15 period set forth in the State Lands Permit.

By copy of this letter, Gerald Wimer is requested to take appropriate action within his area of responsibility.

Sincerely,

BOARD OF COMMISSIONERS

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 14 1979

File: PM FA
TA LG OP

Draft Program redentification subject to AOC approval & functional reclassification

Chairman

Commissioner

Commissioner

JJG:lk

cc: Fred Klaboe
Gerald Wimer
Bill Penhollow
John A. Anderson

8920

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-14-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-2400(1)

STATE PROJECT NO. See below

COUNTY NAME Marion

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-16

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
MAR 19 '79
REFER TO.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-28-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Champoeg Rd.-Case Road Section

GENERAL DESCRIPTION OF WORK:
Correction for phase of work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION including utility preparatory work and archeological salvage

☒ OTHER (Specify) See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's letter of August 22, 1978 requested all phases of P.E. necessary for PS&E preparation including utility preparatory work and archeological salvage. Authorization was granted August 28, 1978 for PS&E preparation but utility preparatory work and archeological salvage was overlooked. This is to confirm that those phases were eligible on August 28, 1978 and in fact are authorized.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-14-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—625-767

8920

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 13, 1979

NOTED
H. S. COULTER

Mr. John Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon 97301

SUBJECT: Hubbard/Broadacres Rd.-Case Rd. Section
Marion County SOS Project

Dear John:

This confirms Ted Litchfield's call to your office with the disconcerting news that there are insufficient Federal funds to fully fund your subject SOS project. We had to pull it from the March 29 bid opening. Details on the reason is contained in my attached March 7 memo to the files.

You apparently have the following alternatives:

1) Marion County could shelve this project until Congress makes an additional appropriation. Of course, Congress could terminate the entire SOS program and make no further appropriation.

2) Unfortunately we previously programmed only $33,151 for P.E. Without additional Federal funds available, Marion County would have to pay the full amount of construction costs which are now estimated to be $755,000. This is $283,790 more than the $471,210 figure quoted a few weeks ago.

3) Discussion with George Grove and John Green of your office indicated there might be some thought to reclassify this route to the Federal Aid Secondary (FAS-C) System. This takes time. Marion County has an accrued balance of $277,600 Federal funds or $315,000 matched funds. Annual allotment totals $228,000.

RECEIVED
STATE HWY ENGR
MAR 13'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

May we please have your thoughts through Phil Stearns as to how we should proceed.

Very truly yours,

Gerald Wimer
Local Government Manager

RNP:GW:pf
Attachment

cc: Marion County Board of Commissioners, w/attachment
H. S. Coulter
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
D. E. Swan
Phil Stearns
Bill Penhollow

STATE OF OREGON — INTEROFFICE MEMO

TO: FILES

DATE: March 7, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Safer Off-System (SOS) Roads Program

Assistant FHWA Division Administrator Vernon V. Cusack called this date to advise that the national first come, first served Off-System funded is bankrupt. The $88 million reported in that fund just a few weeks ago has all been obligated. His office can accept no new PR 37 obligational requests.

Subsequently determined this necessitates pulling Jackson County's Big Butte Creek Section and Marion County's Hubbard-Broadacres Road-Case Road Section from the March 29 bid opening.

His office will continue to process conversions from regular Off-System funding to Safety Off-System funding. It may not be necessary to balance these accounts, but we should make every effort to do so. He also indicated we may be requested to do some de-obligation.

He is very skeptical of any further funding of this particular program. If that holds true we could have 1979 projects taking precedence over 1976 projects, such as Hubbard-Broadacres Road-Case Road project. He was leery about trying to reprogram the 1979 projects to cover the older higher ranking projects.

They may forgive PE on projects started but not advanced to construction. We should review all projects not yet obligated for construction on which the survey has not been started or is just in the beginning. Termination of such PE could save the local match.

The Local Government office is preparing a status list of all committed Off-System program projects and will review and discuss it in detail with the appropriate Region Federal Aid Engineers soon.

GWW:pf

cc: H. S. Coulter
D. H. Moehring
Region Engineers
D. H. Harwell
M. Holmes
Noel Klein
E. S. Hunter
L. W. Rulien
D. E. Swan
S. H. Macnab
H. Reynoldson
Vern Cusack
C. T. Keasey
Metro Engineer
Region Federal Aid Engineers
R. Prange
Bill Penhollow

1-128-1387

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

March 8, 1979

REGION 2 ENGINEER
RECEIVED
MAR 9 1979
RLE RE RCE RME RTE ROE ULE GEO RSO ENV RPE

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road-Case Road Section
Yergen Road (MR 96)

Dear Phil:

Attached for your information and file is a copy of March 2, 1979 letter from Division of State Lands modifying State Permit No. 2623 to permit work in Champoeg and Case Creeks commencing June 1, 1979. The concurrent Corps of Engineers permit for work in these areas does not restrict work during any specific period, and it is understood that the Division of State Lands has discussed this change with a Corps representative, and the Corps also has no objections to start of work on June 1, 1979.

A telephone request has been made to OSHD specifications unit that bid documents reflect the new June 1, 1979, start date for work in the streams.

Very truly yours,

John A. Anderson
Director of Public Works

John J. Green, P.E.
Federal Aid Coordinator

JJG:rb
Attachment
cc: Roy Loughrey, C of E
Marge Akers, Division of Lands
Lyle Watson
Forrest Jones
Don Trout

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPM ☐
MAR 13 1979
File: PM FA
TAA OP

RECEIVED
MAR - 7 1979
MARION COUNTY ENGINEER

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD
VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

March 2, 1979

Mr. John Green
Marion County
Department of Public Works
Salem, OR 97301

Re: Material Removal/Fill Permit No. 2623

Dear Mr. Green:

This letter confirms our recent telephone authorization modifying Condition No. 6 and No. 7 of Attachment A of your permit in 1979 as we recently discussed.

Conditions 6 and 7 shall be modified to read:

6. There shall be no removal or filling in the permit area between September 15 and June 1.

7. There shall be no operation of equipment in the active flowing stream between September 15 and June 1.

Thank you for your cooperation on this permit. Please contact us if you have any additional questions.

Sincerely,

WILLIAM S. COX
Director

Earle A. Johnson, Supervisor
Environmental Management Unit

EAF:ma

cc: Department of Environmental Quality
Department of Fish and Wildlife
Soil and Water Conservation Commission
Water Resources Department

Don Trout

8920

Marion

FORM 81.734.3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 28, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening March 29, 1979

Federal-aid Project No. SOS-2400(2) Highway No. 2024 - County

Federal-aid Project Name Hubbard/Broadacres R.-Case Rd.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RECEIVED
FEB 28 1979

cc: J. Hurt
Vanstee
Duane Giddings
F. C. Lowe

8920

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90120
Project No. SOS-2400(2)
Hubbard/Broadacres Rd.-Case Rd. Section
Marion County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 29, 1979.

We request authorization for construction at an estimated total cost of $740,000 with an obligation of $297,635 in Federal funds.

JLG:dmc
Attachments
cc: C. O. Fredrickson, Region 2
[redacted]

Budget Bureau No. 51-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

February 22, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) 21 | ADT | PRESENT 225 DHV 35 | FUTURE 380 (60) | YEAR 99 (70)(71)(72) | REGION 10 | STATE NAME Oregon

Co. Rd., Approximately 4 mi. NE of St. Paul 68

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER

Gr., Dr., Rock Base (35–62) (63)(65) (66)(68) (69) (70) (71) (72)(73) (74)(75) 14 SOS- 2400 28 7

CARD | CLASS OF FEDERAL FUNDS: Safer Off-System Roads | COUNTY NAME: Marion

NAME OF URBAN AREA (17-31) | ROUTE NO. | FEDERAL-AID: Non (32) | STATE: Co. Rd.* (36)(37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)
	(14-15)	(16)	41	42	43–46	53		(54)(58)	(59)(66)	(67)(76)		
1												
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Hubbard/Broadacres Rd. -Case Rd. Sec."	1.65	740,000	297,635	---	442,365
								1.65	740,000	297,635	---	442,365

(16) (23)(24) (33)

CARD 1 | CODE 1 | PREPARED BY: JLG | PROJECT TOTALS

CARD 1 | CODE 14 | PROGRAM APPROVAL DATES: 10-13-78

REMARKS: Additional Data: Item No. OS-2400(1)

*Yergen Rd.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 22, 1979

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
o. Rd., Approximately 4 mi. NE of St. Paul	ADT	225 DHV 35	380	99	10	Oregon	41	680	90120
65			(68) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Base								SOS-	2400	(2)		
62	(63) (65)	(66) (86)	(88)	(76)	(71)	(72) (73)	(74) (75)	14 23	7 12		(24) (26)	27

DS
em Roads

COUNTY NAME: Marion — CODE: 047 (114) (115)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. | FEDERAL-AID: Non (32) | STATE: Co. Rd.* (36) (37) | U.S.: ---- (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	53		(54) (58)	(59) (66)	(67) (76)			
PE								
ROW								
CONST (CODE) 6201		"Hubbard/Broadacres Rd. -Case Rd. Sec."	1.65	740,000	297,635	---	442,365	ROW-80' min.; Access Control-none; Parking Restrictions-None
BY JLG		PROJECT TOTALS	1.65	740,000	297,635	---	442,365	
			(16)	(23) (24)	(25)			

APPROVAL DATES
10-13-78

*Yergen Rd.

REMARKS
Additional Data: Item No. OS-16; Project No. OS-2400(1)

-OVER-

USCOMM-BUSCOMM-DC 40905-P

HUBBARD/BROADACRES RD.-CASE RD. SECTION
PROJECT NO. SOS-2400(2)

Project Data: The work consists of grade, drain and place base and leveling course to provide a section to accommodate, when paved, two 12-foot travel lanes with 4-foot shoulders. Construct channel change at Case Creek and install structural plate pipe culverts at crossings of Case Creek and Champoeg Creek. Furnish and install 84-inch cattle pass in vicinity of Case Creek and accomplish incidental work common to this type of project.

Note: County to perform construction engineering with review by State forces.

FHPM 7-7-2 Requirements: Final Negative Declaration approved by FHWA on August 10, 1978.

Unusual Circumstances: County to furnish at their expense the structural plate pipe culverts for Case Creek and Champoeg Creek crossings from stock stored at County maintenance shop located near Woodburn. Place high-type pavement, furnish and install guardrail and furnish and plant trees and schrubs by others.

NOTE: 1) This project is in Congressional District No. 2.
2) Included in 6 YR. HIP, adopted February 22, 1978, on pg. 41 and in September 1978 Schedule of Contract Lettings on page 10 line 9.

8920

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2-15-79

RIGHT OF WAY SECTION
RECEIVED
FEB 16 1979

Attention: Right-of-Way Section

Subject: Federal Aid Project No. OS-2400(1)
Project Name Hubbard/Broadacres Rd - Case Road Section
YERGEN Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

2024

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way was acquired by ODOT right of way staff.

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

C.C.

County of MARION

_____
County Judge/Chairman

Certified By:

_____
Commissioner

_____
Regional Right-of-Way Supervisor

Date 2/15/79

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8920

Marion

FORM 81-734-3039

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 2, 1979

Salem, Oregon

FILE: 224-1995

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: Duane Christensen
FINAL DESIGN ENGINEER

SUBJECT: Hubbard/Broadacres Road-
Case Road Section
Yergen Road
Marion County

Attached are two requests from Marion County to be included in subject project.

The first is to use seven inches of base rock with two inches of leveling course for a total of nine inches of base. Following completion of the contract, County will place three inches of A.C. paving.

The second request is to utilize County owned pipe for the crossings of Case and Champoeg Creeks.

I have discussed the requests with FHWA personnel and have an indication they will have no problem approving the proposals.

Region office recommends both requests be approved. Please include the proposals in the PS & E documents to be submitted to FHWA for approval.

POS/gl
attachments

REFERRED TO
Board, Roudebush, Cole, Temple, Wilson, Erikson, Dorn, Lee, Hagen, Do, File Copy, Date, Return, Discuss
BY FINAL DESIGN ENGINEER

1 Vertrees
2 Christensen
George, Olsen, Turpin, Sullivan, Scott, Anderson

RECEIVED
FEB 06 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

January 22, 1979

REGION 2 ENGINEER
RECEIVED
JAN 25 1979
RE RCE RME RTE ROE
ULE GEO ENV RPE

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section, Yergen Road OS 2400 (1).

Dear Mr. Stearns:

Current ODOT design for the proposed contract for improvement of Yergen Road provides for an aggregate base with nominal thickness of 7" and an aggregate leveling course with nominal thickness of two inches. Following completion of the State contract, Marion County plans to add 3-inch asphalt concrete paving of traffic lanes. At the time asphalt concrete paving is placed, Marion County would add additional leveling course as appropriate to compensate for settlement and traffic effects occurring during the winter period intervening between State supervised construction completion and paving.

The 7-inch aggegate base is one-inch thicker than that recommended by Marion County in May, 1977. The condition of the paving from this project east to I-5 demonstrates that a seven-inch base is adequate on subgrades of soils in this area. The project as now designed by OSHD fully meets Marion County standards for County market roads. Prior to initial paving, performance and condition of subgrade will be evaluated. In the event that areas of inadequate bearing exist, they would be recognized and corrected by Marion County before paving.

OSHD final design engineers have indicated that either lime treatment of subbase or additional thickness of aggregate base would be provided to meet State standards, and that Federal Highway Administration concurrence in building as now designed should be obtained. Inasmuch as County standards have been demonstrated to be adequate in the adjoining roadway section, and since any unexpected base failures would be corrected at Marion County expense prior to paving, such concurrence should be readily obtainable.

TO: Phillip O. Stearns
Region Federal Aid Specialist
ODOT
FROM: George T. Grove
Supervising Engineer, D.P.W.
RE: Hubbard/Broadacres Road - Case Road
Section, Yergen Road OS 2400 (1).
January 22, 1979

In view of the foregoing, it is requested that you take appropriate action to obtain any necessary ODOT and FHWA approvals for constructing the Yergen Road project with the base and levelling course thicknesses (total 9 inches)now shown on the OSHD design drawing.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove
George T. Grove
Supervising Engineer

JJG:lk

cc: Board of Commissioners
Fred Klaboe
Don Harwell
Lyle Watson
Bill Kappus
Staff

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

REGION 2 ENGINEER
RECEIVED
JAN 25 1979
RLE RBE
RE RCE RME RTE ROE
UTE GEO RSO ENV RPE

January 22, 1979

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road
Section, Yergen Road OS 2400 (1).

Dear Mr. Stearns:

Marion County has purchased 10 gage SYRO Structural plate culvert material in 12-foot and 14-foot diameter for use in the Yergen Road crossings of Case Creek and Champoeg Creek. Material is galvanized steel, which has adequate service life in this area.

Structural strength is adequate for the proposed use. Cover over Champoeg Creek culverts is about half of the manufacturer's recommended allowable maximum. Cover over the Case Creek culvert will be almost equal to the manufacturer's recommended maximum when the final wearing course and paving have been placed. This has been discussed with State final design engineers, who will review the specifications and if necessary, revise them to insure that adequate safety factors are retained by proper specification and compaction of backfill and bedding material. This will also be a matter for special attention by the State Resident Engineer during construction.

The structural plate was purchased specifically for this project, and Marion County has no other projected use for it. The added cost which would result from changing the project to require 1979 purchase of new culvert material would be prohibitive. It is certainly in the public interest to utilize County-furnished multi-plate structural culverts in this project.

TO: Mr. Phillip O. Stearns
Region Federal Aid Specialist
ODOT

FROM: George T. Grove
Supervising Engineer, D.P.W.

RE: Hubbard/Broadacres Road - Case Road
Section, Yergen Road OS 2400 (1)

January 22, 1979
Page 2

State final design engineers have suggested that FHWA approval of the use of the County-furnished culvert material should be obtained at this time. It is requested that you take appropriate action to obtain any necessary ODOT and FHWA approvals to permit contract award in early summer, 1979.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove

George T. Grove
Supervising Engineer

JJG:lk

cc: Board of Commissioners
Fred Klaboe
Lyle Watson
Bill Kappas
Staff

8920

Marion

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

212 EAST SALEM HIGHWAY BUILDING
2960 State Street, S.E.
P.O. Box 14030
Salem, Oregon 97310

PHONE: 378-2641

January 19, 1979

Mr. and Mrs. Herbert S. Coleman
20895 Arbor Grove RD NE
St. Paul, OR 97137

File 50338
Hubbard/Broadacres Road-
Case Road Section, Yergen Road
Marion County

Dear Mr. and Mrs. Coleman:

I informed an engineer with Marion County and our own Design Engineer that the cattle path over the north end of the culvert on Case Creek was not necessary according to what he told me. They will alter the plan to leave out this cattle path.

The people with Marion County told me that they intend for the old Case Creek Bridge to remain in place. As you will remember, you inquired whether this would be the case or not.

I informed our people and the people with Marion County that you wanted the old road west of the old Champoeg Creek Bridge to remain as you had an approach near the west end of the old bridge. They told me that the plans are being changed to leave in the old road in this location.

I hope this answers your questions. If you have any further questions or information, please let me know.

Sincerely,

Perry A. Crosley
Right of Way Agent

Vordouw
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
JAN 22 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

PAC:lj

cc: Lyle Watson
John Green

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Form 81-734-3122 (Rev. 7-77)

Form 81-734-3000 8920

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Market Road #8 - County Road #415 Date January 17, 1979

Highway Giesy-Yergen (Market Road #96) Authorization No. 3

County Marion Survey Prefix 224-1995 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the centerline of Market Road #8. The easterly terminus is 400 feet westerly of County Road #415.

Total project length is 1.57 miles.

Purpose of survey:
To prepare plans, specifications, and cost estimate for grading and paving. This is an Off-System project. Additional funds needed to stake "L" line and locate fences and utility poles as per request from Design Section. Field survey, as performed by County forces, did not include utility, fence or approach ties, and "L" line has not been established in the field.

Estimate of cost:

Field Survey	901	4,500	Liaison	913	50
Citizen Input	902	200	Utility	914	100
County	903	20,000	Loc Studies	918	100
Final Design	905	6,000	Proj. Mgt.	920	100
R/W	909	1,100	Specifications	921	500
Soils	910	300	Adm Svcs(Eng'r)	922	50
Traffic	911	200	Environmental	923	2,500
Landscape	912	100	Hearings	960	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 36,300
Previous authorization	32,200
Additional authorization requested	4,100
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Richard E. Nelson, Field Engineer
for Warren Mueller
Recommended for Approval: Regional Engineer

Recommended for Approval: Frank E. Perkins, Location Engineer

Approved: Tech. Serv. Engr. Assistant State Highway Engineer

SP*1995-734

J N R M

8920

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

January 4, 1979

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road. (Off-Systems FA Project)

Dear Mr. Stearns:

Upon receipt of OSHD letter of December 21, 1978 from Lou Schwab, Marion County's obligations to Herbert S. Coleman have been closely reexamined. As a result, it has been determined that some modification of project plans is necessary. Because of the environmental restrictions on re-routing Case Creek near road station 118, provisions must be made for cattle to cross Case Creek within Mr. Coleman's pasture on both sides of the new roadway in this area.

Suggested revisions are being discussed in detail with OSHD Final Design Section. These include some changes in earthwork and fencing, and possibly extension of the 12-foot culvert. The project cost will increase somewhat as a result of these revisions.

It is requested that appropriate action be taken to incorporate the above changes with the minimum practicable delay in the project schedule.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove

George T. Grove
Supervising Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 17 1979
File: PM FA
TAA LG OP

JJG:lk

cc: Board of Commissioners
Lyle Watson
Lou Schwab

8920

J

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

1-8-79 Sheng
CC Mossberg
Vanstey
Hunt
John Anderson

January 3, 1979

Oregon Department of Transportation
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

Attn: Mr. Ed. S. Hunter
Technical Services Engineer

and

Mr. Phillip O. Stearns
Federal Aid Specialist

RE: Engineering Services - County Road No. 960.

Gentlemen:

Confirming verbal agreement between Ed Hunter (State) and John Anderson (County) request is hereby made for State to perform Technical Services for County on a County Funded Project on the referenced County road, all as set forth hereunder. Basically, the work requested of State will be limited to design, drafting, and preparation of a bid package for County's construction use. The desired physical improvements will consist primarily of a retaining/revetment wall, some realignment (primarily vertical), road embankment widening and drainage improvements. Road base and surfacing will be provided at a later date. A more or less sequential scope, description, and division of work is as follows:

I. County will:

A. Perform preliminary survey, including topographic, cross-section, profiles, drainage patterns, major tree locations, and etc.

B. Establish horizontal and vertical alignments for road centerline.

C. Perform conceptual design for surface and sub-surface drainage facilities.

D. Apply for and secure Permits (State Land & Corps of Engineers).

E. Describe, negotiate for, and acquire any rights-of-way necessary to performance and completion of the Project. In this connection, negotiations are under way to utilize an existing BLM road across the river (Little North Santiam) from the Project site for detour purposes. However, insofar as feasible, it will be desired to have County Road No. 960 open to traffic on weekends and holidays

E. (continued)

during the construction period.

Provide above to State as necessary to performance of State's services.

II. State will:

A. Utilizing above from County, perform the detailed design for:

1. Retaining wall structure.

2. Road embankment (to road subgrade).

3. Surface and subsurface drainage facilities.

B. Prepare final drawings, specifications, and contract documents and submit same to County by February 28, 1979.

C. Maintain detailed cost records and submit an invoice to County covering State's costs incurred in the performance of work under II A & B.

III. County will:

A. Reimburse State for its costs to perform Work Items II A & B.

B. Advertise for Bids and Award a Contract for the Performance of Construction Work specified under II A & B.

C. Perform Construction Engineering including Contract Administration, Construction Surveys, and Inspection.

D. Accept the work upon satisfactory completion.

E. At such time as County deems appropriate, perform additional road improvements such as base rock and A.C. surfacing, permanent traffic control facilities, and (possibly) landscaping.

In addition to the above, it is expected that either party will initiate timely coordination as necessary to the expeditious and successful completion of State's performance of requested technical services.

As discussed (Anderson/Hunter) and (Stearns/Grove), the County is working on a tight timetable and will appreciate the State's expediting its work to the utmost. We're shooting for start up construction by May 1, 1979, river conditions permitting.

For our purposes in forecasting cash flow, an approximate estimate (furnished as soon as feasible) of State's cost to perform work under II above will be appreciated.

If anything further is needed at this time, please advise.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Randall Franke
Commissioner

Pat McCarthy
Commissioner

GTG:lk

cc: John A. Anderson
George T. Grove
Forrest Jones

APPROVED
E. S. Hunter
Date 1-8-79

8920

Marion

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

212 EAST SALEM HIGHWAY BUILDING
2960 State Street, S.E.
P.O. Box 14030
Salem, Oregon 97310

PHONE: 378-2641

December 21, 1978

Marion County
Department of Public Works
Marion County Courthouse
Salem, OR 97301

File 50338 and 50339
Hubbard/Broadacres-Case Road
Giesy-Yergen County Road
Marion County

Attn: John Green

Gentlemen:

Attached are copies of my contact report with the owners of these two files. As noted in the reports, the main problem which I encountered is the agreement Mr. Coleman says that he has with the County to straighten a portion of Case Creek. I contacted Lyle Watson, our design engineer and he says that it is his impression that such straightening was opposed by the Department of Fish and Wildlife. He does not have a record of any commitment to Coleman and says that he cannot change the construction plans without instructions from the County.

Mr. Coleman made it plain that we will have a tough time dealing with him if the work is not done as agreed. I would suggest that you check your files to see if there is any record of such a commitment. If possible, the straightening of Case Creek will make negotiation with Coleman much easier. I am the appraiser on these files and this question doesn't affect my appraisal but it could affect settlement of the file.

If you have any questions, please feel free to call me.

Sincerely,

Lou Schwab
Regional Appraiser

LS:lj

Enclosures

REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson LW
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Vorstegg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 22 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Form 81-734-3122 (Rev. 7-77)

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☐ Legal Owner ☐ Contract Purchaser ☐ Other_____ File No. 50338

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Coleman

☐ Acquisition ☐ Relocation ☐ Other_____ Section Hubbard-Broad Acres RD-Case RD

Name Herbert S. Coleman Address 2085E Arbor Grove RD NE, St. Paul

Documents Delivered:

	Date
Brochures, A & R	
Letter, C-Benefit	
Option	
R Claim Forms	

Area of Taking ☐ Dwelling ☐ Farm ☐ Bus.

Amount Approved $_____ ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
12-15-78	I met Mr. Coleman at his house by appointment. We discussed the property and then drove to the subject property and viewed the taking. Mr. Coleman was friendly and easy to get along with. The road right of way has already been purchased by Marion County and the taking which I was there to discuss was two temporary easements. I told Mr. Coleman that the use would only be during construction and the land would be restored to its original condition. He appeared satisfied that there would not be any problem with the easements. However, one point which Mr. Coleman dwelled on at length was that he had a special agreement with the County, at the time of the original right of way purchase in 1970, that they would straighten Case Creek, making it's channel run directly from the new road at Station 117 to the structure under the old bridge. This would eliminate a loop in the creek and puts approximately 1 acre of ground west of the creek, where he can use it better. Mr. Coleman said he has this agreement in writing and indicated that he would be quite uncooperative if this work is not done. I told Mr. Coleman that I had not seen the construction plans yet, but I assume that if commitments had been made they would be constructed as agreed. After our discussion, I told Mr. Coleman that he would be contacted in the near future by an acquisition agent who would deal with him on the actual purchase of the easements. After my contact with Mr. Coleman, I returned to the office and checked the construction plans. It appears that the plans do not call for straightening of the creek as Mr. Coleman wants. The channel will be essentially unchanged and there will be some rip-rap on the outside edges of the bend. This will not affect my appraisal of the property, however, it could be of vital importance when negotiating for the purchase. I contacted John Green, an engineer in Marion County to see if the County had made such an obligation. He checked his files but could not find record of any such agreement.

By Lou Schwab
Right of Way Agent

FORM 81-734-3708 Use reverse side (tumbl ahead)

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☐ Legal Owner ☐ Contract Purchaser ☐ Other_____ File No. 50339

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Melcher

Hubbard-Broad Acres RD-

☐ Acquisition ☐ Relocation ☐ Other_____ Section Case RD

Name Kenneth Melcher Address 8046 McKay RD NE, St. Paul, OR 633-2191

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking ☐ Dwelling ☐ Farm ☐ Bus.

Amount Approved $_____ ☐ Nonprofit ☐ Unimproved

	Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
	1st					
	2nd					
	3rd					
	4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
12-15-78	I met Mr. Melcher at his property by appointment, showed him the right of way map and discussed the taking, which consists of two temporary easements for channel changes and a small triangle of .04 of an acre in fee. Mr. Melcher was easy to talk to and does not feel that the takings are of any great importance since they have very little impact upon his property. His only concern is that we do not harm his irrigation system from Champoeg Creek. There is a natural dam in the channel, located approximately halfway between the old road and the proposed road location on Champoeg Creek. This dam forms a natural pond, from which he pumps for irrigation in the summer. If the creek channel in this dam area is lowered, it could wash out and lower the water level at least 3 or 4 feet, reducing his storage. I said I would check into the matter and make sure that the engineers are aware of this situation. After our discussion, I said that he will be contacted in the near future by an acquisition agent who would make an offer for the property in question. Upon return to my office, I inspected the construction plans and find that there does not appear to be any provisions made for construction in the area of the natural dam. There will be some rip-rap placed, but that will be all.

By Lou Schwab Right of Way Agent

FORM 81-734-3708 Use reverse side (tumblehead)

8920

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

December 15, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road (OS)

Dear Mr. Stearns:

Plans and estimates for the Hubbard/Broadacres Road - Case Road Section of the Yergen Road Off-Systems project have been reviewed. You have been advised by separate letter of Board of Commissioners approval of additional funds for this project on December 13, 1978.

Additional details of fencing requirements have been developed at the request of Lyle Watson, OSHD. These are listed on attachment 1.

It has also been suggested that savings in clearing costs can be realized by some burning of clearing debris on site. Local Fire Districts have jurisdiction in this matter. It is suggested that the specifications provide that clearing debris may be burned on site, subject to permits and approvals required by the responsible Fire District. The area from road station 100 to approximately station 130 lies within the Aurora-Donald Fire District. Fire Chief is Wayne Yoder, Rt. 3, Box 340, Aurora, Oregon, 97002, telephone 266-9790. The remaining project area lies within St. Paul Fire District No. 16. Fire Chief is Albert Bernard, 492 SE Church Avenue, St. Paul, Oregon, 97137, telephone 633-4602. Unburnable debris may be disposed of at the Woodburn landfill.

Subject to the above comments, it is requested that OSHD continue with appropriate action toward early award of the construction contract, so as to permit full utilization of the 1979 construction season.

Very truly yours,

John A. Anderson
Director of Public Wroks

PROJECT MANAGEMENT
DEC 21 1978

George T. Grove
Supervising Engineer

JJG:lk
cc: Fred Klaboe
D. H. Moehring
Duane Christianson
Lyle Watson

Attachment

FIELD ACCESS GATE AND FENCING COMMENTS

1. Move gate at Station 105 (Right of CL) to Station 107+30 to improve driveway grade.

2. At about Station 132+50, where 20-foot wide gateway is provided on north, there is a parallel field fence on each side of the 20-foot gravel roadway to the north. A 12-foot gate should be provided in each field fence adjacent to the MR 96 right-of-way fence.

3. Between Station 145 and Station 146, a 12-foot gate is required on each side of the right-of-way so that stock and farm equipment can be moved between the field to the south and the new field bounded on the south by the new road and on the north by the existing road. The gate into the new field could enter along the new right-of-way line approximately parallel to the John B. Goodell D.L.C. boundary shown on the plan.

4. In this same area, a field fence running off to the south has a gate adjacent to the existing right-of-way fence. This gate will be eliminated by the new location of the right-of-way fence and the cross fence will require modification to retain this gate.

5. A gate will be required on the north side at about Station 170 to maintain existing field access.

6. Field access gate is required at existing drive on south side of roadway at about Station 183.

7. The following comment does not affect the amount of contract work, but is made to avoid questions during performance of the contract. The pre-project right-of-way is not all fenced and such fence as exists is in various states of repair. From Station 100 to about Station 107, there is no fence on either side of the road. On the south side from about Station 155 to about Station 180, there is no fence existing. New fencing called for on the plan is required to fence new right-of-way lines established for this project or called for by acquisition agreements and should not be changed. It is not intended that fencing be provided other than as now shown on the Plans. Each terminal of new fence must be properly braced so that it does not depend on existing fence for support. Where it connects to existing fence, it must also withstand stresses imposed by the connection. Ends of cross-fences connecting to new fence also require proper re-bracing.

8920

MARION COUNTY

BOARD OF COMMISSIONERS

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

COURTHOUSE, SALEM, OREGON, 97301

TELEPHONE 588-5212
AREA CODE 503

December 13, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

Re: Hubbard/Broadacres - Case Road Section
Yergen Road

Dear Mr. Stearns:

Thank you for your letter of December 1, 1978, forwarding estimates and plans for the project for the Hubbard/Broadacres Road-Case Road Section of Yergen Road.

In accordance with your letter of December 22, 1975, $430,500 has been reserved for this project, of which Marion County will pay 22%, or $94,710. Upon your request, Marion County will deposit this $94,710 and an additional $376,500 so that the total project funding will equal the estimated cost of $807,000.

It is requested that the State take appropriate actions to complete right-of-way acquistion and award the construction contract as soon as practicable. Award of contract in time to permit the contractor to fully utilize the 1979 construction season should be most effective in minimizing construction costs for this project.

MARION COUNTY
BY AND THROUGH ITS
BOARD OF COMMISSIONERS

Pat McCarthy
Chairman

Walter R. Heine
Commissioner

Commissioner

PROJECT MANAGEMENT
PME ☐ CCE ☐
LCE ☑ FAE ☐
DEC 21 1978

cc: Fred Klaboe
Don Harwell
John Anderson

JG:rb

8220

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

12-12-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-2400(1)

STATE PROJECT NO.: See below

COUNTY NAME: Marion.

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-16

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-12-78	non Federal-aid	County Road

GENERAL LOCATION: Champoeg Rd. - Case Rd. Section

GENERAL DESCRIPTION OF WORK: Program Change and Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-8-78 letter I approve the program change adding acquisition of right of way to the character of the proposed work and you are now authorized to proceed with the actual acquisition at TEC NTE $1,000 - F.F. $781. Federal participation is limited to that right of way actually incorporated in the final location.

Swan 12-19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-12-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8920

PROJECT MANAGEMENT OFFICE MEMO

Date 12-12-78

Subject Acisey — Yergan Rd (Hubbard/Alcantara Rds — Case Rd)

File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to John Anderson Phone 588-5036

Reason for contact and general discussion:

Determined from Rod Henry and told John A converting from acquiring R/W to Easements would save time on the two files involved. DE Swan obtained R/W programing effective today. Rod Henry promised to expedite. John A takes project funding to Board at their formal meeting tomorrow. Co has funds to cover difference but are reluctant about the increase. They want to contract as soon as possible

On June 28, 1979 schedule w 6 Mo R/W, 2 Mo

Signature A Kinier

File (JJ) (M) ( ) ( ) ( ) Prange (D) Reynoldson N

Circulate: PME LGE OPE FAE CCE OM Other

cc D.O. Christensen
Fredrickson
Rod Henry

Sent 12-12-78

Mail Reynoldson homemaking R/W map

8920

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 27, 1978

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Hubbard/Broadacres-Case Road
County Road (Yergen Road)
Marion County

TO: Phil Stearns
Region 2 Federal-Aid Engineer

NOTED
E. S. HUNTER

Enclosed are three sets of preliminary plans and estimates on the subject section. Two copies of each are to be delivered to John Anderson, Marion County, for their review.

The preliminary estimate, based on these plans, is for $807,094. This does not include several items that are to be done by the County.

Engineering charges to date are:

Engineering charges, 1977	$2,160.00
Engineering charges, 1978	1,801.00
	$3,961.00

Please review this project with Marion County and advise as to how we should proceed.

LKW:ab
cc: E. S. Hunter
D. H. Moehring
C. O. Fredrickson
Jack Sullivan
Lyle Watson

RECEIVED
TECHNICAL SERVICES
NOV 28 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

8920

Marion

Salem, Oregon
November 6, 1978

J. H. Veesboog
Head of Engineering

J. H. Boyd
Right of Way Manager
Building

50338 - Coleman
50339 - Malcher
Case Creek & Champoeg Creek Rds.
Yergen County Road
Marion County

Attached are 2 Files (3 parcels), an authorization, and R/W prints covering R/W and Easements for the subject section, which is a part of the Hubbard/Brooksrun-Case Road project scheduled for Feb. 29, 1979.

Please note that the channel change use for the temporary easements are for the duration of the project and the planting and maintaining use is for an additional 2 years.

By:

POH:cj
Attachments

8920

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

October 25, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Region II - Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road OS-2400 (1).

Dear Mr. Stearns:

At the suggestion of Mr. Lyle Watson, OSHD Final Design Section, the subject of traffic control during construction of subject project has been reviewed. Consideration has been given to both the availablity of alternate travel routes and to the added costs and increased construction time involved in keeping Yergen Road open to through traffic during construction.

As a result of this review, the following actions are requested:

a. During construction, the State shall maintain reasonable access to residences located along Yergen Road (MR 96) and Arbor Grove Road (MR 416) in the construction area.

b. Except as above, the State may close the construction area to traffic as required for most efficient and economical completion of construction. Such closure, or closures, will be scheduled, insofar as practicable, to permit through traffic during periods when it would not interfere with construction; but temporary construction to accomodate through traffic will not be required.

c. The State will notify Marion County as far as practicable in advance of scheduled closure(s).

d. Upon receipt of notification of closure(s), Marion County shall post appropriate notices of closure and erect appropriate closure and detour signs.

Please let us know if you have any objections or suggestions for changes to the foregoing.

Very truly yours,

John A. Anderson
Director of Public Works

cc: Lyle Watson
Forrest Jones
JJG:lk cc Bill Beard

RP

8920

Marion

Salem, Oregon
October 24, 1978

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Phil Stearns
Region 2 Federal Aid Engineer

Hubbard/Broadacres Road-
Case Road Section
Yergen Road (County Road)
Marion County

Mr. John Green, Marion County, has been furnishing us with the necessary documents for writing the required right of way descriptions. Documentation of the previous right of way obtained by the County has not been furnished. By phone, this date, he hopes to be able to send it to us before the end of the week.

I also asked him to furnish us with the following information:

1. Will Yergen Road be closed to through traffic during construction? If not, we will make a staging plan.
2. If closed, recommendations for detour routes.
3. Will County do the signing or be a contract bid item for detour signing?

This is to keep you informed as to the contacts we have had with him.

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 25 1978
ENGINEERING SECTION

Trout
Do Not File [ ]
Return To
Bring Up ___/___/___
Action

LKW:ab
cc: John Green, Marion County

8920

224-1995

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 10, 1978

George Grove
Supervising Engineer
Department of Public Works
300 Senator Bldg.
220 High
Salem, OR 97301

Re: Hubbard/Broadacres Road - Case Road Section
Yergen Road, OS-2400 (1)

Dear Mr. Grove:

Your letter dated October 3, 1978, regarding seeding and landscaping on subject project has been received.

[redacted] your proposals as outlined in your letter. Appropriate action will be taken.

Very truly yours,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
cc: R. E. Nelsen
D. Christensen w/copy

REFERRED TO
Beard, Stoudenmayer, Cole, Sample, Eriksen, Watson, Mager, Dorn, Lou
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

1 Vorstegg
1 Christensen
George
3 Olson
Terpin
Copy 2 & 5 Sullivan
Scott
4 Andersen

RECEIVED
OCT 11 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

October 3, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Region II - Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road, OS - 2400 (1)

Dear Mr. Stearns:

Item hh of the [redacted] permit for construction of the Hubbard/Broadacres Road-Case Road Section [redacted] the entire road fill with grass and shrubs, and planting of bottom portions with native trees such as mountain ash and elderberry. [redacted] that portions of the [redacted], where no access is to be provided, [redacted] also [redacted] with grass and/or legumes, shrubs, and trees.

Representatives of OSHD agree that all areas subject to erosion, including items specified above, should be seeded with grass as soon as practicable following establishing of final grades and slopes. This can best be accomplished by the State as part of the construction project.

Considering the availability of funds for construction of this project, the relation of the expected completion date of construction to optimum dates for transplanting, and the informal nature of landscaping; [redacted] During the winter months of 1979-1980, County crews would relocate shrubs and small trees within the road right-of-way and drainage easements to conform to permit requirements and to an extent consistent with the surrounding area. Additional shrubs and trees as appropriate would be available from maintenance operations on other County roads.

The Marion County Department of Public Works would then be responsible to the Corps of Engineers and Division of Lands for meeting permit requirements for shrubs and trees and for subsequent maintenance.

Your concurrence in and implementation of the foregoing proposals will be appreciated. Please contact John Green at 588-5036 in the event further information or County actions are needed.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove
George T. Grove
Supervising Engineer

JJG:lk

cc: Dick Nelson
Lyle Watson
Jerry Miller
Forrest Jones

8920

Marion

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

COURTHOUSE, SALEM, OREGON 97301

Lyle Watson

October ~~6~~ 9, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Region II
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road, OS - 2400 (1).

Dear Mr. Stearns:

Reference is made to our letter of September 7, 1978 furnishing data for completing design and preparing contract documents for the above project. This letter indicated that the County would initiate acquisition action for additional real property easement requirements. On all Federal Aid projects, County policy is now to request that the OSHD acquire all real property interests.

One print of a map showing present right-of-way acquired by Resolution Procedures is furnished for use in determining additional requirements. In acquisitions by Resolution Procedures, no deeds were prepared to transfer the property. If you wish, a Professional Land Surveyor on the County Public Works staff could convert your centerline and road stationing descriptions of required property interests into the legal land descriptions necessary for acquisition action.

Please proceed with necessary action to enable the OSHD to acquire additional real property rights needed for construction of this project.

REFERRED TO
Stoudameyer
Beard
Sample
Cole
Watson
Eriksen
Dorn
Lou
Hager
File Copy Due
Discuss
Return
BY FINAL DESIGN ENGINEER

Vertrees
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
OCT 06 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

Very truly yours,

John A. Anderson
Director of Public Works

George T. Grove
Supervising Engineer

10/9/78

alv copy to Machaing
J B Boyd

JJG:lk
cc: Lyle Watson (with attachment)
Larry Miller
Dick Paynter
Dick Nelson

Final Design Completing plans. Scott to write R/W descriptions L. Watson

8920

Marion

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

COURTHOUSE, SALEM, OREGON 97301

Lyle Watson

October 4, 1978

Department of the Army
Portland District, Corps of Engineers
P.O. Box 2946
Portland, Oregon 97208

Attn: Mr. A. J. Heineman

RE: DA Permit 071-0YA-4-002302,
28 August 1978.

Dear Mr. Heineman:

The following correspondence related to referenced permit is furnished for your information.

1. Copy of permit signed by Scott Coulter, State Highway Engineer, as TRANSFEREE, agreeing to comply with those terms and conditions of the permit which relate to construction.

2. Copy of Marion County Public Works letter dated 3 October 1978 to Oregon State Highway Department regarding specific allocation of reseeding work between Marion County and the State of Oregon.

By mutual agreement, the State Highway Department is completing project design and will award and supervise the construction covered by above referenced permits for Marion County.

By necessity, specific determinations of areas of responsibility will have to be made as construction continues. The County intends to keep you advised of these actions as they occur, as well as to retain all responsibility for permit compliance following completion of construction. During construction, the State must have the immediate responsibility for all contract work, including that covered by the permit. Request to the State to accept transference of the permit was intended to facilitate operations in this manner. Construction is now scheduled for the summer of 1979, and any on-site contacts by Corps personnel should be with the State Resident Engineer on the project.

REFERRED TO
Beard Stoudenmayer
Cole Sample
Eriksen Watson
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Vernon
Christenson
George
Olson
Temple
Coulter
Scott
Copy Action

RECEIVED
OCT 06 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up
Action

Other than on-site contacts, Marion County will provide project plans and similar data when available, and will assist the Corps of Engineers as appropriate in permit administration.

Any comments or suggestions you have on these procedures will be welcomed.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove
George T. Grove
Supervising Engineer

JJG:lk

cc: Frank McKinney
Phillip O. Stearns
Lyle Watson✓

Attachments

8920

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9/27/78	CC1894	

CREDIT DISTRIBUTION

224-1995

BILL TO: Code:

Marion County Board of Commissioners

Courthouse

Salem, Oregon 97301

Attn: Mr. John Anderson-Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit for the PE for the Champoeg Road-Case Road Section. SOS-2400(1)			

AD 189 & 497

Advance Deposit Amounts	$ 220.00 $ 2,530.00
Advance Deposit Previously Transferred to Highway Fund	$ -
Balance	$ 2,750.00
Transfer to Highway Fund	$ 2,400.00
Refund Due	$ -
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-734

8920

September 12, 1978

Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: Mr. John Anderson
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Champoeg Road-Case Road Section on Giesy-Yergen Road. This is an Off System Project No. OS-2400 (1).

Financial sharing of the preliminary engineering is:

P.S. & E. Preparation	$11,500.00
Federal Funds	8,970.00
Balance	$ 2,530.00

Local Share: $2,530.00

Please make your check in the amount of $2,530 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:pf

bcc: w/AD# 497: Vern Skoog - Please return completed AD # 497 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

8920.

O.B. Klaboe

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

COURTHOUSE, SALEM, OREGON 97301

September 7, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Highway Division - Region 2
2960 E. State Street
Salem, Oregon 97310

RE: Hubbard/Broadacres Road - Case Road Section
Yergen Road, OS - 2400 (1)

Dear Mr. Stearns:

Attached for ODOT's use, in completing preliminary design, defining additional rights-of-way required, and preparing the contract documents on the project are the following:

1. A complete copy of the Corps of Engineers Permit (File No. 002302) for this project along with the original of a "NOTICE OF AUTHORIZATION" that the Corps requires to be "conspicuously displayed" at the work site. Presumably your Resident Engineer can handle same when the time comes.

2. One (1) marked set of your preliminary plans (dated 8/29/78) for the project.

3. Annotated excerpts from both the State Lands & Corps permit.

4. A copy of Fred Klaboe's letter of June 10, 1977.

As you are aware, the final Negative Declaration for this project was approved by the Federal Highway Administration August 10, 1978. The Oregon Department of Transportation letter on this subject, dated June 10, 1977, formalizes agreement between Marion County and Department of Transportation staff that the Department of Transportation will complete final design, and prepare final contract plans and specifications and final estimates. It was our intent in the amendment to the Construction-Finance Agreement on this project, returned by your letter of June 6, 1978, that the agreement to "prepare the contract documents" included completion of the final design necessary to prepare those documents. Final design of this project can be most effectively completed utilizing design personnel who have already become familiar with the project during preliminary design.

NOTED
O. B. KLABOE

Our comments and/or recommendations (in addition to those noted on the Preliminary Plans and permit excerpts) are as follows:

1. Your early attention to providing this office with a legal description of additional right-of-way necessary for replacement wetlands at Champoeg Creek is requested. Following receipt of same, the County will initiate acquisition action.

2. Base design and typical sections as shown on your preliminary plans are acceptable. However, except in those areas where further encroachment on wetlands is a "no-no" and subject to existing right-of-way limitations, widening and side slope flattening of fill sections is suggested for greater stability and to reduce spoil disposal requirements.

3. The expiration date (June 9, 1979) on the State Lands permit is unrealistic in view of construction restrictions prior to 7/1/79. We have talked to State Lands regarding same and they have indicated that there should be no problem in continuing the permit.

Your continuing work on this project should be scheduled to permit award of the construction contract by May 1, 1979, so that earthwork in creek areas can commence after July 1 and be completed before September 15, as required by permits and environmental considerations.

Please contact John Green at 588-5036 in the event further information or actions are required to continue action on this project.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove

George T. Grove
Supervising Engineer

GTG:lk

cc: Dick Nelson
F. B. Klaboe

Attachments

RECEIVED
DOT OPERATIONS
SEP 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign

. 1979 Hubbard/Broadacres Rd.- 8920
. Case Rd. Sec. of Yergen Rd.
. (Grading & paving) #1

C&A 5519

6-6-78
12-9-75
1-5-79
4-4-79

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8920

FEDERAL AID PROJECT NO. OS-2400(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon
8-28-78

PROGRAM NO.

ITEM NO. OS-16

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

Copies to Gifford Grant M. Reynolds

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-28-78	Non-Federal-aid	County Road

GENERAL LOCATION:

Champoeg Rd. - Case Rd. Section

GENERAL DESCRIPTION OF WORK:

PS&E preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION TEC NTE $11,500.
F.F. 8,970.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-22-78 letter.

23,400
8,970
14,430

9/19/78 $ 8570 from Reed for this PE
Told Royce

AD 9/8/78

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-28-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8920

Hubbard/Broadacres Rd -
Case Rd Sec

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

28 August 1978

A PERMIT TO install culverts and fill for realining the roadway and replacing two bridges.

XXX near, Donald, Oregon

HAS BEEN ISSUED TO Marion County
Dept. of Public Works

ON 28 August 1978

ADDRESS OF PERMITTEE Courthouse, Floor 2M
Salem, Oregon 97301

PERMIT NUMBER

A. J. HEINEMAN
For the District Engineer

002302 (Champoeg and Case Creeks-Fill)

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

ation No. 071-OYA-4-002302

me of Applicant MARION COUNTY DEPARTMENT OF PUBLIC WORKS

Effective Date 28 August 1978

Expiration Date (If applicable) 31 August 1981

RECEIVED
AUG 30 1978
MARION COUNTY ENGINEER

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 6 August 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Marion County, Department of Public Works ◄ (Here insert the full name and address of the permittee)
Courthouse, Floor 2M
Salem, Oregon 97301

is hereby authorized by the Secretary of the Army:

to install culverts and fill for realining the roadway and replacing two bridges. The work is to consist of placing two (12) foot dia. culverts to carry the water in Champoeg Creek, and one (14) foot dia. culvert to carry the water in Case Creek. The approaches, roadway fill and bank control require the placement of approx. 35,000 c.y. of sand, gravel, soil, rock and concrete. ◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Champoeg Creek & Case Creek, mile 1.5 ◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

X near, Donald, Oregon ◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002302(Champoeg and Case Creeks-Fill)

subject to the following conditions:

1. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereof, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been modified, suspended or revoked in whole or in part.

[illegible] (ER 1145-2-303)

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 316), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevent to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

...hat the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in ...nce of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than ... week, resumption of work and its completion.

o. That if the activity authorized herein is not ~~stated on or before _____ day of _____, 19____, (one year from the date of issuance of this permit unless otherwise specified) and is not~~ completed on or before 31 day of August, 1981, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of this permit (unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. All areas along the bank disturbed or newly created by the construction activity will be seeded, sodded, revegetated, or given some other equivalent type of protection against subsequent erosion.

dd. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ee. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 2623

ff. When the District Engineer has been notified by a fishery agency that a dredging or filling activity is adversely affecting fish or wildlife resources or the harvest thereof and the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity to the extent necessary to mitigate or eliminate the adverse effect as required.

(Cont'd on page 4a)

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Robert L. Hansen — Aug 23, 1978

PERMITTEE — DATE

Robert J. Hansen - Marion County, OR.
Acting Director of Public Works.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

for C.A. Heineman — 28 August 1978

HARVEY L. ARNOLD, JR. — DATE
Colonel, Corps of Engineers
DISTRICT ENGINEER.
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE

Special Conditions Cont'd.

gg. Case Creek Crossing: Install 24-inch culverts on each side of the stream (to facilitate the passage of small animals), one third dirt filled and as close as possible to the stream, above ordinary high water.

Champoeg Creek Crossing: Install one 24-inch culvert, one third dirt filled, as close as possible to the stream on the east side above ordinary high water.

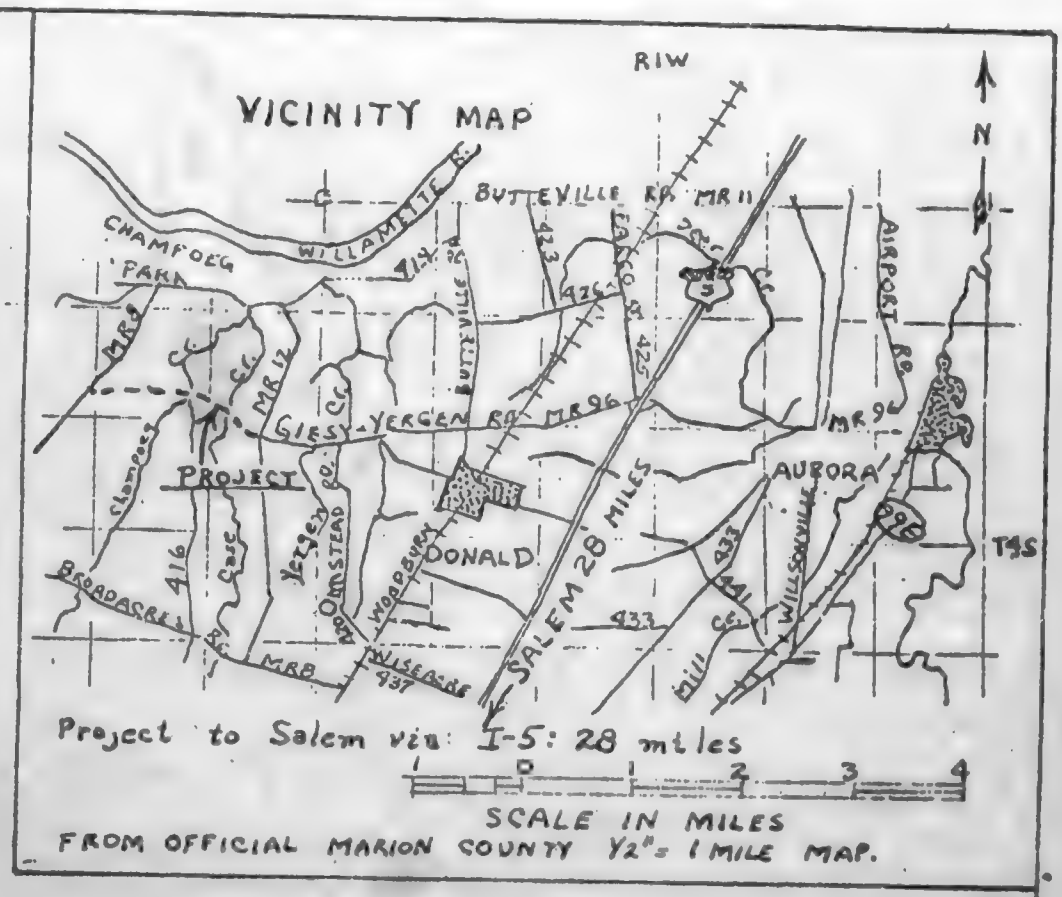
hh. Seed or plant the entire road fill with grass and shrubs. The bottom portions shall be planted with native trees such as mountain ash and elderberry.

ii. Scarify and seed or plant with grass and shrubs the portions of the old roadway where no access is to be provided.

jj. Eliminate the proposed channel change (elbow cutoff) upstream of Champoeg Creek.

kk. Excavate a backwater replacement area, to be slightly larger than, adjacent to, and parallel to the existing backwater channel on Champoeg Creek.

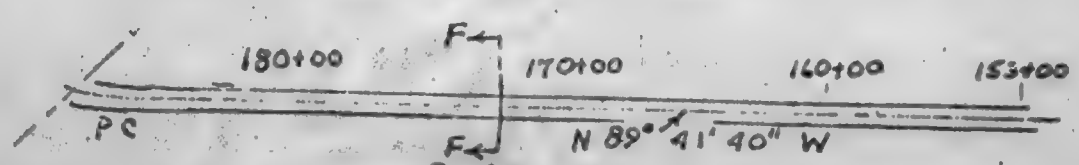
002302 (Champoeg and Case Creek-Fill)

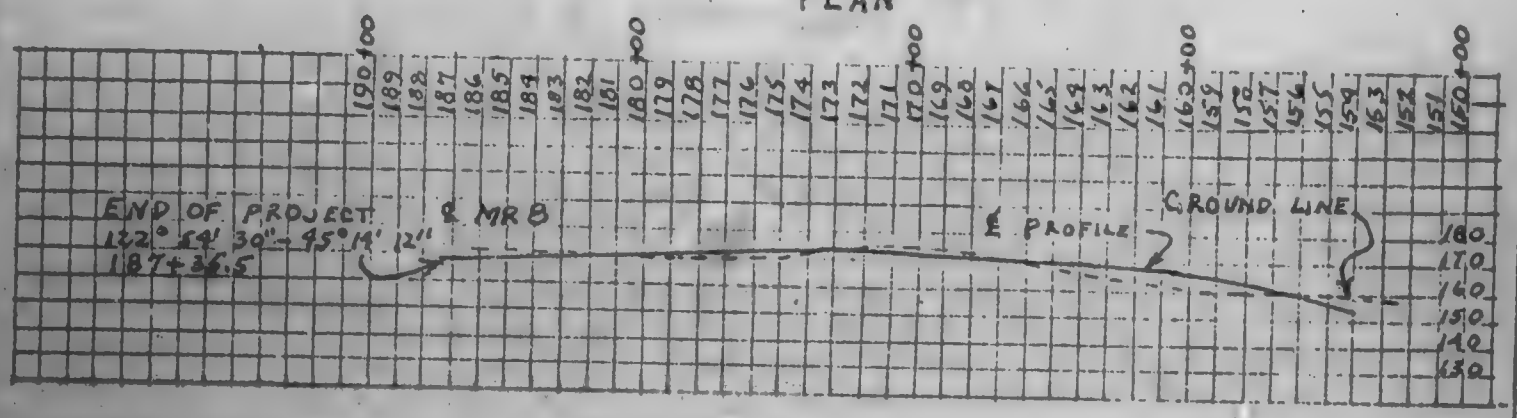


Project to Salem via: I-5: 28 miles

SCALE IN MILES

FROM OFFICIAL MARION COUNTY Y2"= 1 MILE MAP.





PROFILES

Vertical Scale in feet

Horizontal Scale in feet

PURPOSE REALIGNMENT OF HIGHWAY AND REPLACEMENT OF BRIDGES

DATUM USGS

ADJACENT PROPERTY OWNERS

① H. & E. GOLDMAN

② R. & J. MELCHER

IN CHAMPOEG & CASE CREEKS

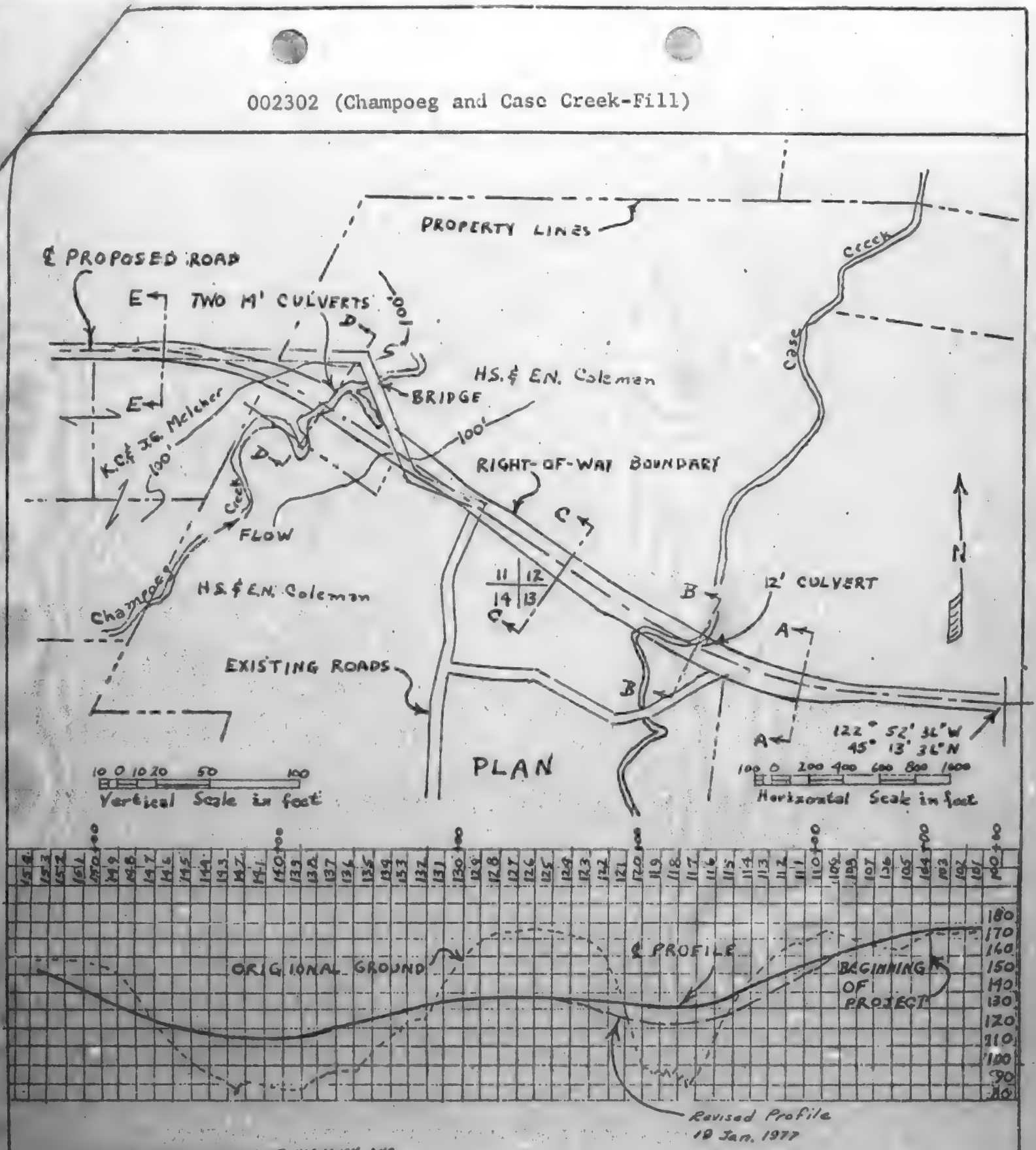
AT DONALD

COUNTY OF MARION STATE OREGON

APPLICATION BY MARION COUNTY

SHEET 1 OF 3 DATE 7-28-76

002302 (Champoeg and Case Creek-Fill)



PURPOSE REALIGNMENT OF HIGHWAY AND REPLACEMENT OF BRIDGES

DATUM USGS

ADJACENT PROPERTY OWNERS

① H. & E. COLEMAN

② K. & I. MELCHER

IN CHAMPOEG & CASE CREEKS

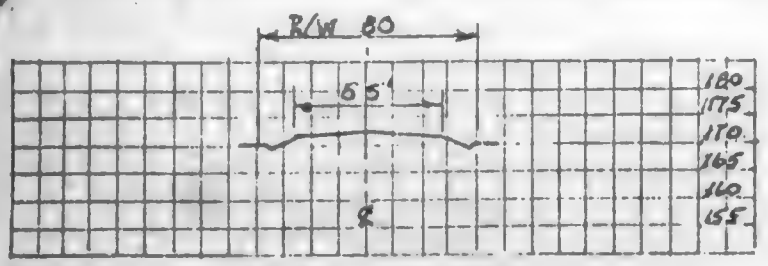
AT DONALD

COUNTY OF MARION STATE OREGON

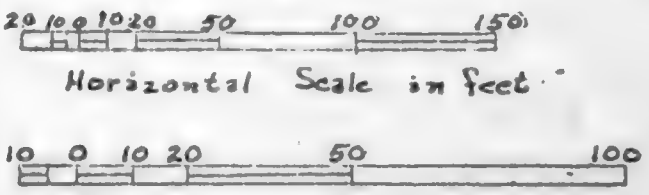
APPLICATION BY MARION COUNTY

SHEET 2 OF 3 DATE 7-28-76

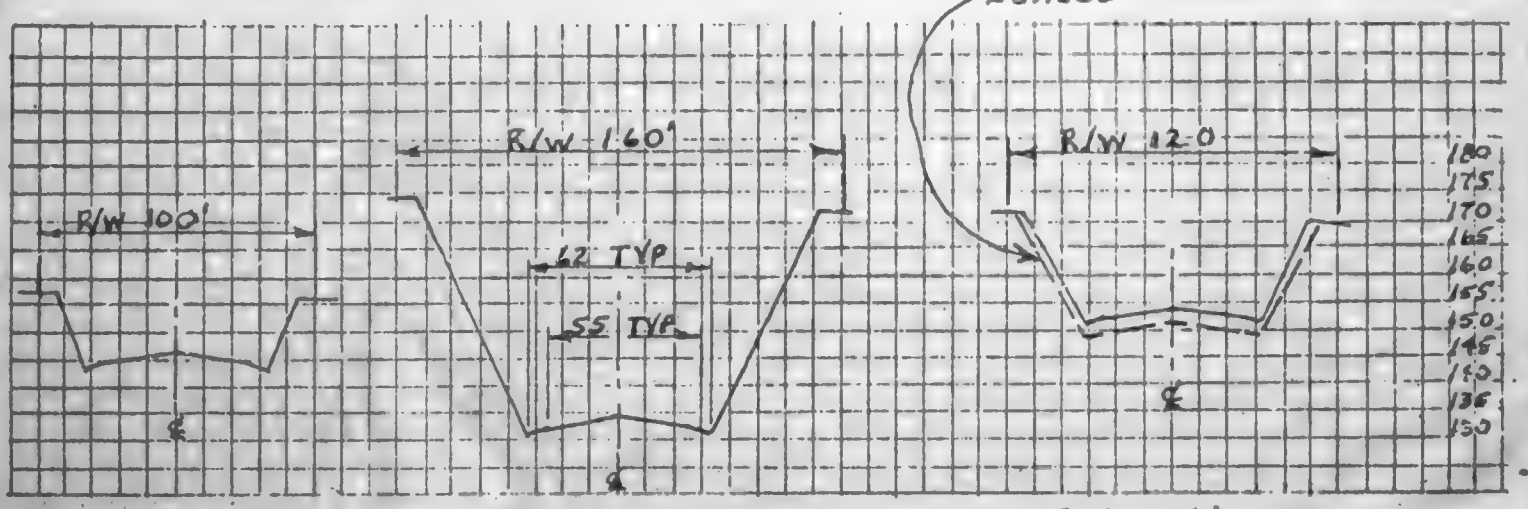
002302 (Champoeg and Case Creek-Fill)



STA 172+00
SEC F-F



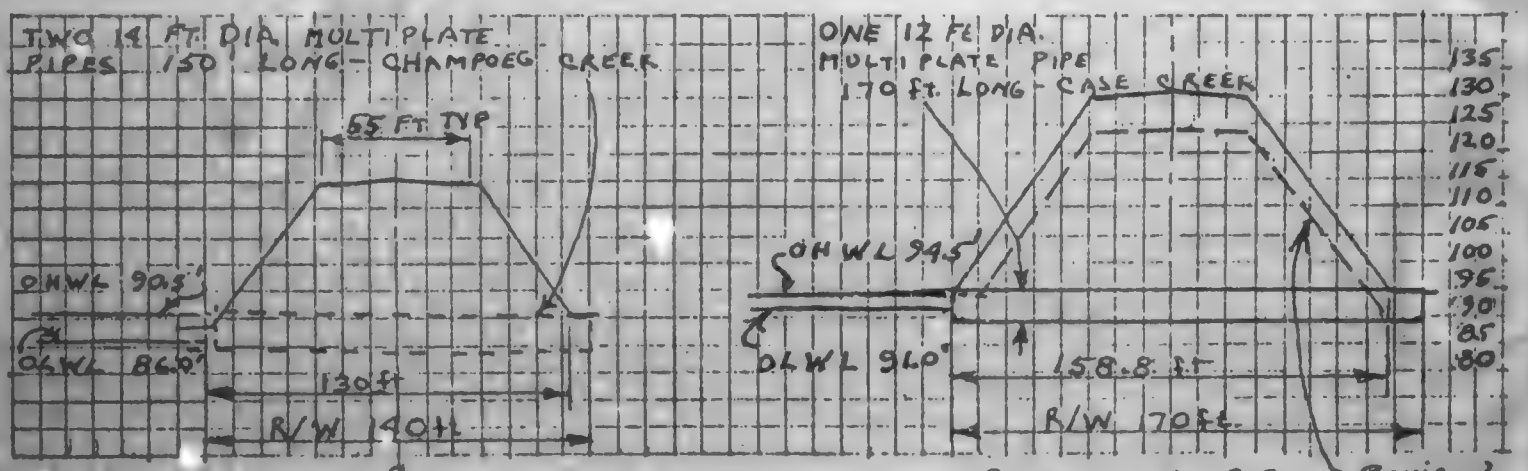
Revised Section A-A 19 Jan. 1977



STA 152+00
SEC E-E

STA. 126+00
SEC C-C

STA. 111+00
SEC A-A



STA 142+00
SEC D-D

STA 117+00
SEC B-B

Revised Section B-B 19 Jan. 1977

CROSS SECTIONS

PURPOSE REALIGNMENT OF HIGHWAY AND REPLACEMENT OF BRIDGES
DATUM USGS
ADJACENT PROPERTY OWNERS
① M & A COLEMAN
② R & I MELCHER

IN CHAMPOEG & CASE CREEKS
AT DONALD
COUNTY OF MARION STATE OREGON
APPLICATION BY MARION COUNTY
SHEET 3 OF 3 DATE 7-28-76

8920

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM Original Signed By D. E. Swan
D. E. Swan
Federal Aid Manager

SUBJECT Preliminary Engineering (Phase 2)
Project No. OS-2400(1)
Champoeg Rd.-Case Rd. Section
Marion County

We request authorization to proceed with the portion of preliminary engineering, including utility preparatory work and archeological salvage, necessary to obtain PS&E approval at an estimated total cost of $11,500 with obligation of $8,970 in Federal funds.

This request is based on the fact that FHWA's adoption of the "Final Negative Declaration" on August 14, 1978 constitute location/ design approval.

JLG:dmc
cc: [redacted]
E. S. Hunter
F. E. Terpin
J. H. Versteeg
Walt Hardt
C. O. Fredrickson
W. Wakerlig

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
AUG 22 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8920

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 14, 1978

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project OS-2400(1)
Hubbard/Broadacres Rd.-Case Road Sec.
Geisly-Yergen Rd. (Market Rd 96)
Marion County
Final Negative Declaration

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. Gary A. Potter, Mgr. Environmental Section, ODOT

The Draft Environmental Impact Statement has been approved by our Assistant Division Administrator on August 10.

Please make copies of this draft statement available, as required by FHPM 7-7-2.

The original signed copy of the Title Sheet was hand carried to your office for immediate processing.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
Mr. H. S. Coulter, OSHD
Mr. E. S. Hunter, Tech Svcs
Mr. D. E. Swan, Proj Mgt
Region 2 (Fredrickson)

RECEIVED
TECHNICAL SERVICES
AUG 15 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8920

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1978

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Oregon Project No. OS-2400(1)
Hubbard/Broadacres Rd.-Case Rd. Sec.
Geisey-Yergen Rd. (Market Rd. 96)
Marion County
Final Negative Declaration

Dear Mr. Green:

The subject Final Negative Declaration is being resubmitted for your approval under conditions set-forth in your March 13, 1978 letter of transmittal. Marion County has supplied additional information regarding an economic justification for Alternative 1 and has thoroughly coordinated impacts to wetlands with the United States Fish and Wildlife Service and the Oregon Department of Fish and Wildlife. It is also important to note the Oregon Division of State Lands has already issued a removal/fill permit (No. 2633) for the subject project. These measures would appear to answer your major concerns. Your prompt consideration of the revised document would be greatly appreciated.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:lb

Attachment

RECEIVED
TECHNICAL SERVICES
JUL 18 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8920

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 17, 1973

Salem, Oregon 97310

FILE:

FROM: Gary A. Potter
Environmental Section

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Final Negative Declaration
Hubbard/Broadacres Road-
Case Road Section
Market Road 96 (Yergen Road)
Marion County

913-H

The subject statement in the form of a final negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign all copies and return the original plus four copies to this office for submission to the Federal Highway Administration for concurrence.

GAP:lb

Attachment

CC: J. H. Versteeg
F. E. Terpin
D. H. Moehring
C. O. Fredrickson

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 17 '73
REFER TO

FINAL
NEGATIVE DECLARATION

HUBBARD/BROADACRES ROAD -
CASE ROAD SECTION
MARKET ROAD 96 (YERGEN ROAD)
MARION COUNTY, OREGON

MARION COUNTY
DEPARTMENT OF PUBLIC WORKS

OREGON STATE DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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FINAL NEGATIVE DECLARATION

HUBBARD/BROADACRES ROAD - CASE ROAD SECTION

MARKET ROAD 96 (YERGEN ROAD)

MARION COUNTY, OREGON

DESCRIPTION OF THE PROPOSED ACTION

The proposed action provides for the improvement of a section of existing 2-lane, County road in northern Marion County about 2 miles south of the Willamette River and Champoeg State Park. This road is known as Market Road 96, County Road 405 (an older designation), or the Yergen Road. The existing road is gravel and has several sections of substandard horizontal and vertical alignment, which will be improved. The segment of MR 96 covered by this document is from County Road 415 (Case Road) on the east to Market Road 8 (Champoeg Road or the Hubbard/ Broadacres Road) on the west (see Map 1). This proposed action is a Federal-aid, Off-System project and would provide two-12 foot paved lanes with 4 foot gravel shoulders.

MAP 1 - Vicinity of Project

NEED FOR THE PROJECT--PROJECT HISTORY

The purpose of this project is to provide a minor east-west arterial in northern Marion County in accordance with resolutions of the Marion County Board of Commissioners. The impetus for this project has developed as a result of the improved access afforded the project area by Interstate 5 (located about 3 miles east of the project area).

Following construction of I-5 in the 50's, pressure developed from area residents and interests to construct an additional interchange on I-5 between the Woodburn and Wilsonville interchanges to provide better service to the Donald-St. Paul area. This new interchange was constructed in 1967 near Fargo and is now known as the Fargo Interchange.

The new interchange and proposed improvements to local roads connecting to it became a major part of the Marion County Major Thoroughfare Plan and FAS Master Plan. The Marion County Commissioners recommended (by Resolution 1432 of 1964) that approximately ten miles of existing county roads from Aurora to I-5 and I-5 to State Secondary Highway 219 (St. Paul Highway) be improved to function as a minor, east-west arterial. This minor arterial was to serve the predominant agriculture industry in the area and residents of St. Paul and Newberg on Highway 219.

The improvements east of I-5 to Aurora are not presently scheduled for construction. The first two segments from the Fargo interchange west to County Road 415 have been completed by the County in a phased-construction program. The next segment being readied for improvement is the proposed action being discussed herein. This segment is designated segment 6 (out of 7 segments) of Market Road 96. Segments 6 and 7 remain to complete the east-west arterial, west of I-5.

The existing County Road 405 section, which would be improved by this proposal, is a 2-lane, gravel road with 10 foot lanes for most of its length. The road is narrow and winding with several substandard horizontal (in excess of 20^{0} curvature) and vertical curves. Two paved, wooden bridges (built in early 1950's) crossing Case Creek and Champoeg Creek are deteriorated and are excessive maintenance problems for the County. The bridge over Champoeg Creek has been shored up on an emergency basis to provide safe passage for up to five-ton loads. The five-ton limit is a handicap to many heavy agricultural vehicles which are rerouted to avoid this bridge. Replacement of both bridges in the near future is considered essential.

Traffic in the area is low as is characteristic of agricultural areas. Average daily traffic volume (ADT) for 1976 was about 225 vehicles per day--predominantly agricultural trucks and vehicles of residents. Much of the truck traffic is slow-moving farm machinery. Improvement of the full length of the arterial from Highway 219 to I-5 may stimulate more traffic in the future. The ADT for 1986 without the improved arterial is projected to be about 400 vehicles per day. With completion of the arterial, projected 1986 ADT is about 600 vehicles per day. This would include some large gravel trucks now using the road passing Champoeg Park and some commercial traffic from the Newberg and St. Paul areas.

Because of an extensive grid of local county and market roads, access is excellent. However, there is no complete east-west arterial in the area to serve as a collector for I-5 bound traffic. This proposed action would serve such a function. The principal benefit of the proposal would be in facilitating the transportation of agricultural products to market and supplies back to farms. Additional benefits that would be provided include increased safety, alternate routing of considerable truck traffic from the Champoeg Park area, and completion of another link in an ultimate east-west arterial across the northern end of Marion County.

ALTERNATIVES CONSIDERED

Four alternatives were considered (including the no-build option) for this section of road, and are summarized below:

		Cost	acres of right-of-way
Alternative 1	Paved with gravel shoulders, culverts replace bridges 40% on new alignment to provide design speeds of 55 mph max. horizontal curvature 3%.	$494,500	13.5*
Alternative 2	Paved with gravel shoulders, culverts replace bridges 20% on new alignment, however, 30-35 mph limit on Case Creek Crossing.	$403,000	10.0
Alternative 3	Paved with gravel shoulders, replace bridges follow existing alignment but improving 2 curves in road.	$221,000	4.5
Alternative 4 (No-Build)	Remain as gravel road with narrow lanes, some sharp curves, some steep grades, and 2 deteriorating bridges.	-0-	-0-

* Some already purchased.

More detailed descriptions of these alternatives, their environmental impacts, and mitigation measures follows below (pages 4-6) and on pages 9-19.

The Marion County Board of Commissioners has selected Alternative 1 as the preferred alternative. The other alternatives do not correct the present hazardous curvature and grade problems to make this section adequate as a part of an arterial linking St. Paul with I-5. Although the negative environmental impacts of Alternative 1, in regards to wetland habitat, would be greater than those of other alternatives, the proposed mitigative measures, arrived at with cooperation from the Oregon and U.S. Fish and Wildlife agencies, would minimize these impacts.

Alternative 1: This alternative would reconstruct about 60% of this section of County Road 405 and relocate about 40% on new alignment to make this road section compatible with the design of improved segments to the east toward I-5 and eliminate the existing hazardous combination of vertical and horizontal alignment. Project costs for Alternative 1 are estimated at $494,500. Maximum horizontal curvature would be 3^{0}, providing a design speed of 55 mph. The new creek crossings would be on steel pipe culverts (1-12' steel pipe on Case Creek, 2-14' pipes on Champoeg Creek), and the approach roadways would be elevated on fill across the creek floodplains; the fill across Case Creek would be about 35 feet high, and about 18 feet high across Champoeg Creek. Some channel relocation of both creeks near the new crossings is proposed (Map 2) to connect the new culverts to the existing channels. Right-of-way for this alternative (13.5 acres) was acquired in 1970 as directed by a County Commissioner's Resolution (80-foot wide right-of-way). Those parts of the existing road bypassed by the new alignment would remain as local access for land owners where required; remaining sections would be planted or seeded and allowed to revegetate. Access to County Road 416 would be reestablished on the new alignment. Several mitigation measures are proposed for this alternative to minimize adverse environmental impacts while allowing increased safety and transportation benefits. These are discussed later in the text.

Alternative 2: This alternative would reconstruct about 80% of this section of existing County Road 405 and relocate about 20% on new alignment. Estimated project cost is $403,000. The new alignment portion would somewhat ease several horizontal curves along the existing road. However, this alternative would not eliminate the horizontal curvature at the bottom of a steep downgrade (6½%) which could pose some safety hazard for loaded gravel trucks expected to use the improved roadway. Maximum horizontal curvature would be 12^{0}. (Alternative 1

ALL THREE ALTERNATIVES INCLUDE WIDENING AND PAVING AN ADDITIONAL 3500 FOOT STRAIGHT SECTION OF THE EXISTING ROAD TO THE WEST PROJECT TERMINUS AT THE M.R. 8 INTERSECTION.

WETLAND IMPACTED BY ALT. 1

NOTE:
SMALL DASHED LINES DENOTE STREAM CHANNEL CHANGE WITH ALTERNATE NO. 1.

ALT. 1

Champoeg Cr.

WETLAND IMPACTED BY ALT. 2.

ALT. 2

ALT. 3 CONSTITUTES WIDENING AND PAVING THE EXISTING ROAD AND MINOR CURVE IMPROVEMENTS. (SHOWN IN RED)

HO.

BA.

LARGE GRAIN CROP

ALT. 2

ALT. 1

NOTE:
SMALL DASHED LINES DENOTE STREAM CHANNEL CHANGE WITH ALTERNATE NO. 1.

ALL THREE ALTERNATIVES INCLUDE WIDENING AND PAVING AN ADDITIONAL 1000 FOOT SECTION OF THE EXISTING ROAD TO THE EAST PROJECT TERMINUS AT THE C.R. 415 INTERSECTION.

MAP 2
MARKET ROAD 96 (YERGEN RD.
HUBBARD – BROADACRES RD.
TO CASE. RD. SECTION

represents the highest geometric improvement feasible on this section of road.) With Alternative 2, the creek crossings would be on or very near the existing bridge sites. Pipe culverts would be used as in Alternative 1; the elevations of the new crossings would be substantially the same as existing and only very minor channel adjustments at the culverts would be required. Vertical constraints would necessitate design speeds of 30-35 mph at Case Creek. About 10.0 acres of right-of-way would be required for this alternative (80 foot wide right-of-way). (Selection of Alternative 2 would cause the County to dispose of the previously purchased right-of-way for Alternative 1.) Access to County Road 416 would be reestablished on the new alignment.

Alternative 3: This alternative would reconstruct this entire section of County Road 405 by widening and paving the existing alignment, replacing the deteriorating bridges, and improving two curves as shown on Map 2. Estimated cost is $221,000. About 4.5 acres of right-of-way would be required for this alternative. Existing inadequacies in horizontal and vertical alignment and associated safety hazards would not be effectively eliminated. (Selection of Alternative 3 would also cause the County to dispose of previously purchased land for Alternative 1.)

Alternative 4 - No Build: This alternative would continue the maintenance and use of the existing County Road 405. This alternative is not considered feasible since the two deteriorating bridges, the gravel road surface, narrow lanes, and numerous curves of the existing road section are potential safety hazards and not compatible with the safer design of adjacent segments of this road.

DESCRIPTION OF EXISTING ENVIRONMENT

Natural Resources

The proposed project area is located in the Willamette River Valley in that portion known as French Prairie. French Prairie is a non-marine, uplifted terrace lying slightly above the alluvial deposits of the east floodplain of the Willamette River. The terrain is flat to gently rolling with several deeply incised creek beds draining the area.

The area has been predominantly in agricultural use for more than

100 years and is zoned for continued agricultural use. Farms are large and homesites are scattered. The soils of French Prairie (excluding the creek floodplains) are Woodburn and Amity series silt loams, moderately well-drained and excellent for agricultural use. These soils are classified as Class II (U.S. Soil Conservation Service) and, as such, they are considered prime agricultural lands. Poor drainage and steeper topography near the creeks limit the floodplains to pasture use and undisturbed wetland or riparian habitat.

The natural drainage of the area is toward the Willamette River about 2 miles to the north. Both Case Creek and Champoeg Creek lie in incised trenches about 15 to 40 feet deep. These flocdplains (trenches) of the creeks are each about 200 to 1000 feet wide and the creeks meander considerably within them. The creek bottcms are relatively flat. Case and Champoeg Creeks are both more than 12 miles long; the proposed project crosses the creeks about 2 miles from their confluence with the Willamette River. The watersheds of the creeks are generally similar to the agricultural lands and riparian systems described in the project area. Precipitation in the area averages about 40 inches per year. Flood flow (50-year flood) for Case and Champoeg Creeks are 530 cfs and 1045 cfs respectively.

Case and Champoeg creeks support warm-water fisheries, although cutthroat trout are known to run in these creeks. Other fish present in both creeks include crappie, bluegill, bass, bullhead, squawfish, dace, cottid, and mosquitofish. The Oregon Department of Fish and Wildlife considers the creeks to be productive warm-water fisheries; however, that agency indicates an equally important concern is the riparian habitat along the streams and the contiguous wooded/brushy areas, which constitute the only remaining natural habitat in this intensively farmed area. As such, it is a limited and valuable resource and serves as a local migration and access route for the relatively abundant wildlife populations.

Wildlife found near the creeks include pheasant, quail, grouse, several species of hawks and owls, osprey, turkey vultures, several species

of ducks, great blue heron, night heron, woodpeckers, and many songbirds; bobcat, black-tailed deer, ground squirrels, chipmunks, fox squirrels, flying squirrels, beaver, muskrat, river otters, mink, racoons, skunks, weasels, rabbits, opossum, nutria, wood rats, and many amphibians and reptiles are characteristic of the riparian and contiguous wooded area.

There are no threatened or endangered species or habitat for such species in the project area.

Social/Economic Resources

The project area is located about half-way between the Portland and Salem urban areas, which provide markets and full services to the residents and agricultural interests of French Prairie. French Prairie is characterized by large farms varying from 100 to 525 acres and a few small tracts. The major crops grown include fruit, filberts, cereal grains, grasses for pastureland, and some row crops. Pastureland for diary grazing is a major land use, especially near the creeks where land contours are steeper and drainage is poor.

The local interests have felt that there is considerable potential for expanded development of row crop production and of a local food processing industry. Improved transportation facilities would likely enhance this potential. At present, almost all crops grown in the area for market are transported to nearby urban centers for processing. The future for row crop production in this area is considered excellent although the prospect for new food processing plants continues to be speculative.

This section of the Willamette Valley has several attributes which mark it as an ideal location for the processing industries: very productive soils, level terrain, adequate water supply and electric power, proximity to markets, good rail service, and (with the I-5 interchange near Fargo, and County plans for an east-west arterial in the northern portion of the County) excellent access to a high capacity major highway route.

The extensive agricultural development of the French Prairie and

limited access in the past have led to little diversification of the economy and social structure of the area. There are several small towns and unincorporated communities (see Map 1) which provide limited services to the agricultural industry and residents. Completion of the proposed east-west arterial, of which this proposal is part, would probably stimulate some additional auto/truck commercial development at the Fargo interchange. No other change of present land use patterns is anticipated in the near future.

Champoeg State Park, to the north of the project area, is a major feature and a past focus of community development of the French Prairie area. Champoeg Park commemorates the early settlement of the Willamette Valley at French Prairie. It was at the Champoeg site that the first U.S. provisional government for Oregon (and on the Pacific Coast) was established in 1843. This clearly established U. S. jurisdiction in the Oregon territory, which had previously been occupied and jointly administered locally by American and British-French-Canadian settlers. The park offers a museum of artifacts depicting early settlement life along the Willamette. Picnicking, overnight camping, playgrounds, swimming, boating, hiking, and bicycling facilities are also available. Some minor positive impacts would accrue to the park by possible diversion of truck traffic adjacent to the park to the proposed facility.

IMPACTS OF ALTERNATIVES--MITIGATIONS TO REDUCE IMPACTS

A. Agricultural Lands

The right-of-way previously bought by the County for the new alignment of Alternative 1 crosses the corners of two large, private farms, isolating an approximately two acre pasture parcel and a ten acre, partially cultivated parcel. (See Map 2 on which the two acre parcel is designated "a" and the ten acre parcel is designated "b and c.") Portions of pacel "b" are grazing lands and provision for a cattle undercrossing has been made. Small acreages contiguous to the existing road were also bought from three other farm owners in 1970 to accommodate widening along part of the existing alignment. All of the agricultural land purchased in

1970 has remained in agricultural use by the previous owners with grain crops, row crops, filberts, and pasture grass being grown, although some adjustments of crops have occurred in anticipation of construction. Construction of Alternative 1 would activate the impacts associated with the use of this land for roadway right-of-way. With Alternative 1, about 8.0 acres of prime agricultural land, presently under cultivation for grain and row crops and useful for cattle pasture, would be converted to road use for the foreseeable future. This isolation of the two triangular parcels may reduce the agricultural efficiency of these plots such that a possible, secondary impact with Alternative 1 may be the alteration of existing agriculture on these plots. Provision for a cattle underpass at Case Creek should partially mitigate this impact. This would not constitute an irretrievable loss of land, but only a possible practical decision by the owner to alter the existing farm management scheme. The 2 acre parcel, (parcel "a" on Map 2) is presently used primarily for pastureland; the 10 acre parcel ("b and c") contains a farmhouse and barn, a garden and orchard, a portion of a large grain crop and pasture land.

The Soil Conservation Service and local Soil Conservation District were contacted in assessing the magnitude of the impact on agricultural lands. These agencies indicate that although this is prime farmland, there are over 100,000 acres of such farmland in Marion County and that the benefit to be gained by local farmers, from the improved access with Alternative 1 or Alternative 2, adequately warrants the use of this agricultural land.

Alternative 2 would also cross the corners of two large farms. However, the parcels isolated would be much smaller and less disruptive to existing farm operations than with Alternative 1. With Alternative 2, an approximately 2 acre pasture parcel (designed "d" on Map 2) and a 4.5 acre, cultivated parcel (designated "c") would be isolated. The existing uses of these parcels and possible secondary impacts caused by Alternative 2 are similar to those

described in Alternative 1, although the disruption to farm operations would be substantially less with Alternative 2. For example, the new alignment of Alternative 2 would skirt the edge of the grain crop and pass behind the orchard, (of "b" and "c" on map 2). With Alternative 2, about 6.5 acres of prime agricultural land, presently under grain crop and row crop cultivation, would be converted to road use.

Alternative 1 and Alternative 2 of this proposed action may conflict with Goal 3--Preservation of Agricultural Lands and Goal 12--Transportation Facilities promulgated by the Oregon Land Conservation and Development Commission to guide land use decisions in Oregon. These goals (see Appendix 1) seek to minimize the conversion of prime agricultural lands to other, "urbanized" uses without sufficient warrant. The goals provide that a governing body proposing to convert rural agricultural lands to urbanized uses shall follow the procedures and requirements set forth in Goal 2--Land Use Planning (see Appendix 1); this goal specifies that conflicts between the proposed use (new roadway alignment) and the existing, agricultural use should be thoroughly discussed in the planning stages of the project development and specifically addressed in the notice of public hearing on the proposal. Marion County and the Oregon Department of Transportation support the position of the Soil Conservation District in this matter--that the benefits to be gained by local farmers and residents with either Alternative 1 or Alternative 2 adequately warrant this restricted use of farmland for this proposed action. Additionally, the transportation and safety benefits provided by Alternative 1 are not provided by the other alternatives.

Alternative 3 would have the least effect on agricultural land, since only the existing alignment would be widened and paved and two curves would be slightly improved. Alternative 3 would require the acquisition of about 3.0 acres of prime agricultural land.

Preliminary design of all three alternatives indicated that numerous, mature filbert trees would be displaced by widening the existing road on the west end of the project. This early design has been modified to avoid these trees, although a few may still be displaced.

B. Streams and Riparian Habitat and Mitigation

Due to the creek crossings involved, all of the alternatives would have impacts associated with streams & riparian habitat. These are discussed in detail as follows:

Alternative 1:

For the new alignment (crossing the areas through which both streams meander), associated impacts may be generally grouped as those affecting wetlands and streams and those affecting wildlife passage and cover.

As proposed, about 420 feet of Case Creek and 200 feet of Champoeg Creek would require rechannelization to minimize culvert length and stabilize embankment with actual meanders shortened by 130 feet for Case Creek and 50 feet for Champoeg Creek. Additionally, a dead-end backwater channel (wetland area) off Champoeg Creek, would be displaced by the northern edge of the road fill. This channel is about 200 feet long and constitutes about 1.0 acre of wetland area (see map 2). In order to adequately mitigate the loss of this wetland, it is proposed that a replacement backwater channel be constructed adjacent to and parallel to the existing channel. It would also be slightly larger. Additional right-of-way or easement would be purchased for this backwater replacement. This concept has been discussed with and has the approval of the Federal and State Fish and Wildlife agencies. Also, in final design, the County will evaluate opportunities for reduction in rechannelization or equivalent meander construction.

The construction of road fill, culverts, and new channels of both creek crossings would temporarily disrupt stream flow and result in a temporary

increase in turbidity and corresponding decrease in dissolved oxygen levels in the streams during the construction period. These effects would be minimized by undertaking and completing construction of the crossing during the summer low-flow season. In addition, temporary and permanent control measures would be used to control erosion, turbidity, and sedimentation. Road fills and new channel banks would be stabilized and seeded and mulched soon after placement and definitely before the beginning of the fall wet season.

The special conditions for Material Removal/Fill Permit No. 2633, which has been granted by the Division of State Lands, requires that "culvert placement shall follow applicable guidelines in "Salmonid Passage at Stream-Road Crossings" by Jim Lauman, Oregon Department of Fish and Wildlife. Final design and construction will incorporate this and the other conditions of the permit special conditions (Attachment A, Appendix 4), and this should provide further mitigation of negative impacts.

Coordination with Oregon and Federal Fish and Wildlife agencies indicates that the loss of habitat near the creeks is a negative impact. (About 3.0 acres would be displaced.) Especially important is the potential blockage of animal passage along the stream way. At present, portions of this habitat harbor abundant wildlife (a portion is primarily a cattle grazing area) which, at present, have free access along the creek corridors. Meetings with officials of these agencies resulted in mitigative measures, which will be employed to facilitate animal movement.

Two 24" culverts at Case Creek (one on each side) and one 24" culvert at Champoeg Creek (partially filled with soil) will be installed, as close to the stream as possible, but above the ordinary high watermark to facilitate small animal passage under the roadway. The roadway fills will be seeded with grass, and bottoms of fills in the creek areas will be planted with native trees or shrubs such as mountain ash or elderberry. Additionally, portions of the old roadway not needed for access will be scarified, seeded, and planted to

promote revegetation. The Oregon Fish & Wildlife agency has agreed to assist in follow-up monitoring of the effectiveness of these measures.

The feasibility of providing deer fencing to channel deer to the proposed cattle pass was also investigated as a means of mitigation for any negative impacts associated with deer crossing. Information from the Colorado Division of Wildlife, which has been studying deer passage under an interstate freeway, indicates extensive fencing 8' high (1.6 miles) would be required and that even then considerable reluctance to utilize the cattlepass would exist. Due to the high estimated cost, $50,000, the moderate volumes expected on this roadway, and the unidentified magnitude of deer crossing, the fencing cannot be economically justified at this time. Effects upon deer passage, however, are expected to be small and will be part of the follow-up evaluation.

Alternative 2:

This alignment represents a lesser improvement in design than Alternative 1 because Alternative 2 has been designed to cross the flood plains of the creeks within 3 feet of the existing crossing sites. The crossing at Case Creek would be in the area of the existing crossing, while the crossing at Champoeg Creek would be to the north of the existing crossing. The disturbance of Case Creek habitat should be minimized.

At Champoeg Creek, the roadway would intrude into the brushy, wooded habitat north of the existing roadway, eliminating approximately 1 acre of cover and wildlife habitat. Mitigation measures similar to those for Alternative 1 would be employed to promote regrowth on the existing roadway.

Alternative 2 additionally would impact the wetland area shown on Map 2, which, previous to the construction of the existing roadway, connected to the backwater discussed in Alternative 1, forming the stream channel. Replacement wetlands would probably need to be provided for Alternative 2.

Remaining impacts associated with Alternative 2 would be largely confined to temporary construction disturbances when the new culverts are placed for the wider crossings; some increase in turbidity could be expected downstream.

Alternative 3 would use only .5 acre of riparian or contiguous wooded habitat where the existing road would be widened in the creek floodplains. Construction disturbances and impacts similar to Alternative 2 would occur when the new culverts were placed for the wider crossings.

C. Historic Resources

Coordination with the State Historic Preservation Office (SHPO) indicates that none of the three build alternatives would have an effect on any known site of historic, archaeological, or cultural significance (see Appendix 2). There are no sites in the project area listed or eligible for the National Register or Statewide Inventory of Historic Places or Sites. The French Prairie area was occupied by the Calapooya Indians before the arrival of fur trappers and farmers in the early and mid-1800's. Stream banks throughout the area were favored camping and settlement sites of this tribe. When an alternative is selected for construction, a detailed investigation and survey of the area will be conducted by the Department of Anthropology of the University of Oregon to determine if there are any undiscovered artifacts of archaeological or paleontological significance. Any such find would be salvaged or protected to insure proper recovery and study in coordination with the SHPO. Standard Specification 10.513, "Preservation of Historic Objects," is a part of all highway construction contracts and assures protection and preservation of artifacts found during construction.

The proposed action (Alternative 1, 2, or 3) would have no direct effect on historic Champoeg Park; however, improvement of the Yergen Road may divert some cars and heavy duty trucks from the Champoeg access road onto the Yergen road. Some through traffic now uses the Champoeg access road because

it is paved and has a relatively good geometric alignment. The diversion of through traffic away from the Champoeg Park area would be a benefit to the park.

D. Flood Hazard

None of the build alternatives would affect the flow capacity or flood flushing ability of Case or Champoeg Creek. The pipe culverts have been designed to accommodate a 50-year flood. Existing upstream check dams on both creeks also restrain excessive flood flows.

E. Geologic Hazards and Materials

The soils in the floodplains of Case and Champoeg creeks are semi-consolidated, have high organic content, and high water table. These characteristics make the soil subject to consolidation when loaded with a large fill as with Alternative 1. The fill heights with Alternative 1 have been reduced somewhat from earlier designs to relieve this problem. However, further soil studies may indicate a need for special design and construction techniques to attain suitable foundation strength to support the fills with Alternative 1.

Alternative 1 would involve substantial earthwork to construct the large fill sections across the Case and Champoeg Creek floodplains (about 100,000 cubic yards total fill required). All of this fill material would be obtained from the cut section required in the higher plateau of agricultural land which separates the two creek floodplains and from smaller cut sections on higher east and west ends of the project. This alternative would produce a net excess of about 20,700 cubic yards of fill material which could be used by the County or contractor forces at their discretion on other projects or disposed of at a proper, mandatory disposal site.

Alternative 2 would also require considerable earthwork although not as much as for Alternative 1. Since the creek floodplains would be crossed at about the same height as the present road, only minor fill would be needed in these areas. About 40,000 cubic yards of embankment would be placed on the open, dry pastureland to the east and south of the Champoeg Creek crossing; this material would be obtained from the cut section in the plateau of agricultural

land between the creeks. This alternative would produce a net excess of about 20,000 cubic yards of fill material (primarily from small cut sections on both ends of the project) which would be disposed of as outlined for Alternative 1.

Alternative 3 would require very minor cut and fill sections to widen the existing road and improve two curves. The cut material produced would roughly balance the fill material needed.

Construction of Alternatives 1, 2, or 3 would require a Corps of Engineers Section 404/10 permit. Subject to specified conditions, A Division of State Lands permit has been granted for Alternative 1.

F. Traffic Disturbances

None of the three build alternatives should cause any severe traffic disturbance. The moderate traffic disruption expected would be eased with extensive traffic control, stage-construction techniques, and minor detours. There is relatively little traffic on this road section, and there are many alternate, hard-surfaced detour routes avaiable in an extensive grid of local access roads in the area.

G. Air Quality

The proposed action (Alternative 1, 2, or 3) should slightly improve air quality in the area since all alternatives would allow an increase in operating speed and steadier vehicle operating conditions, thereby slightly reducing most emissions. Paving the existing gravel-surfaced road would eliminate the dust problem experienced with this road during the dry season. The minor amount of new traffic on this improved section would be only that diverted from other, more congested roads. A temporary increase in particulates (dust) could be expected during the construction period of this proposed action, but this would be minimized with regular sprinkling of construction sites.

The ambient air quality is considered to be very good in this area, which has few pollutant sources. Existing and predicted traffic volumes are well below those for which an indirect source permit would be required. Therefore, this proposed action is considered to be consistent and supportive of the State Air Quality Implementation Plan.

H. Noise

There are three homes located near the project area (see Maps 1 and 2). The closest is only about 50 feet from the edge of the existing road (in parcel "c" on Map 2). The other two are set back about 100 and 500 feet. The existing noise environment is excellent as is characteristic of agricultural area. Agricultural trucks on the gravel roads create peaks of high noise levels but these are infrequent, as demonstrated by the low L_{10} noise level of 55 dBA within 50 feet of the existing road.

This proposed action may stimulate a slight increase in traffic on the Yergen Road, including some heavy-duty trucks. Projected traffic estimates are still so low as to produce an insignificant increase to L_{10} noise levels. Paving of the gravel surface and elimination of existing stop-start vehicle operation should reduce traffic noise levels.

Alternative 1 or 2 should substantially reduce traffic noise near the house in parcel "c." Since the proposed new alignment of Alternatives 1 or 2 would pass behind and further away from this house than the existing road, perceived traffic noise should be markedly reduced.

Construction noise could be an annoyance to two families in the project area. Construction hours would be scheduled to minimize the noise exposure of the residents to daytime hours. The contractor would be required to adhere to noise level specifications for construction machinery. These residents will be advised of anticipated high noise level construction activities.

I. Economics: User Benefits and Energy Savings

All of the alternatives should have a positive economic benefit upon this agricultural area, with Alternative 1 providing the most benefit and Alternative 3 the least.

Benefits to the highway user were calculated for the 20-year period following construction. It was assumed that each alternative would carry the same loadings, which probably leads to conservative findings.

Alternative 1 is estimated to provide a savings of 38,200 vehicle-miles

over Alternative 2 and 97,600 vehicle-hours over Alternative 3. This may be considered a significant benefit to the roadway user. Alternative 2 is estimated to provide a savings of 59,400 vehicle-hours over Alternative 3.

In addition, Alternative 1 is expected to save 526,000 vehicle-miles over Alternative 2 and 920,400 vehicle-miles over Alternative 3. This should be reflected in considerable fuel/energy savings for the roadway user for Alternative 1 over each of the other alternatives. Alternative 2 is expected to save 394,400 vehicle-miles over Alternative 3.

J. Safety Considerations

The existing roadway contains several areas of substandard vertical and horizontal alignment. Information presented in the Draft Negative Declaration and at the public hearing indicates a safety hazard exists. A review of accident records does not reveal an unusual number of accidents; however, the anticipated increase in traffic after the roadway is paved and the existing substandard alignment would lead to the expectation of increased accidents under Alternative 3 (which approximates the existing alignment).

In order to meet grade requirements at the Case Creek crossing, Alternative 2 would require a 6½% downgrade into a 35 mph sight distance and a 35 mph horizontal curve. Inasmuch as this follows an open stretch of 55 mph roadway, it is likely that increased accidents will accompany the projected traffic increases.

Alternative 1 will provide a 55 mph horizontal design control and 45 to 55 mph vertical curve sight distance control. This should provide increased safety and is the only alternative providing design compatible with the corridor design standards from I-5 westerly.

COORDINATION WITH THE PUBLIC AND AGENCIES

The citizens directly affected by this proposal were contacted and their input sought before the right-of-way for Alternative 1 was purchased in 1970. Informal public meetings were held in 1969 and early 1970, and a public hearing was held on Alternative 1 in February, 1970. Right-of-way for

Alternative 1 was purchased after a hearing in June, 1970 for consideration of damage petitions. Subsequently, Alternatives 2 and 3 have been studied as alternatives. A public hearing was held on the Draft Negative Declaration on December 14, 1977, where local residents and property owners in general supported the improvement of the road utilizing Alternative 1.

Coordination meetings have been held with the U.S. Fish and Wildlife Service, Oregon Land Conservation and Development Commission, and the Division of State Lands. While supporting an improvement, these agencies were concerned about the potential negative impacts on riparian and stream habitats and the use of prime farmland by Alternative 1. Since the public hearing, several measures were developed with the cooperation of the fish and wildlife agencies, which should provide significant mitigation to potential negative impacts. These are discussed in the text. Also, the Division of State Lands has subsequently issued a removal/fill permit to Marion County for Alternative 1.

The Oregon Department of Transportation and Marion County consider the use of agricultural land to be more than offset by the benefits to agriculture previously discussed. Additionally, any remaining negative impacts are considered to be restricted, warranted by the need to improve the existing road and establish a minor arterial serving the north county area. The proposed action is part of the Marion County Transportation Plan and, as such, also conforms to the Marion County Comprehensive Plan.

COMMENTS RECEIVED ON THE PROJECT

Draft Negative Declaration

Three letters were received in response to the draft negative declaration on this project. One was from the U.S. Fish and Wildlife Service (November 25, 1977); another was from the Oregon Division of State Lands (November 18, 1977); the third was from the Oregon Department of Fish and Wildlife (November 30, 1977). These letters all appended to this final negative declaration.

At that stage of project development, the three agencies voiced opposition to Alternative 1 because of potential adverse impacts associated with filling wetlands

and wildlife habitat. Alternative 2 was generally supported.

Since that time, meetings and conversations were held with representatives of both wildlife agencies, and several mitigation measures were developed to be incorporated into Alternative 1. These measures have the support of these agencies and should substantially mitigate potential adverse impacts. Additionally, the Oregon Department of Fish and Wildlife has agreed to assist in a follow-up evaluation of the effectiveness of mitigation measures, which will aid in the analysis on future projects.

Subsequent to the development of proposed mitigation measures, the Division of State Lands has issued a fill/removal permit for Alternative 1, which is also included in the Appendix.

Public Hearing

The following is a summary of all concerns presented at the December 14, 1977, public hearing in St. Paul, Oregon, which were included in the hearing transcripts. Five persons testified, with 3 favoring Alternative 1 and one favoring Alternative 3. No written comments were received in the 10 days following the hearing.

1. The question of a safety hazard on the existing roadway was brought up, with an indication that two cars have gone over the bank in the last 90 days.

Response: This is discussed in the text. Alternative 1 provides the maximum benefits for safety.

2. Will the existing drainage tile by the Kenneth Yergen property be moved?

Response: This will be addressed in the final design.

3. One resident favored Alternative 3.

Response: The merits of the alternatives are discussed in the text. It appears that Alternative 3 does not provide the transportation user benefits or safety criteria desired.

4. What will happen to the Alternative 1 rights-of-way if Alternatives 2 or 3 are selected?

Response: It would be disposed of, probably through sale to owners of abutting property.

5. Concern was raised that Alternative 3 would not be adequate.

Response: Refer to textual discussion of alternatives.

CONCLUSION

Basis For Selection of Alternative 1

The Marion County Board of Commissioners met Friday, December 30, 1977, to select an alternative for construction. At the direction of the Board, County staff met with Fish and Wildlife personnel and developed mitigation measures to address possible undesirable impacts. These are included in Alternative 1, being proposed. Marion County and the Highway Division are therefore advancing Alternative 1 in this Final Negative Declaration.

Alternative 1 is the only alternative that adequately addresses the transportation needs for this area. The project will improve transportation, particularly for agricultural and St. Paul area traffic, by providing an east-west arterial connecting to Interstate 5. Alternative 1 provides for significant anticipated highway user benefits, both in vehicle-hour and vehicle-mile savings. Energy savings are also anticipated. Additionally, Alternative 2 and 3 would result in potential continuation of the existing hazardous combination of horizontal curvature combined with undesirably steep grades. (For a more detailed discussion of these considerations, refer to the text.)

The proposed alternative will substantially upgrade the existing hazardous gravel road and provide improvement consistent with the previous projects to the east. The project will fulfill certain objectives of the Marion County Transportion Plan.

Basis For Negative Declaration

Marion County and the Oregon State Highway Division have determined that the proposed project is needed to meet anticipated transportation needs, and provide for safety, in this northern portion of Marion County. The proposed improvement provides a portion of a east-west arterial, as shown on the transportation element

of the County Comprehensive Land Use Plan. It is thus concluded that the improvement is consistent with the adopted plan.

Possible negative impacts on the natural environment were of concern to the U.S. Fish and Wildlife Service, the Oregon Department of Fish and Wildlife, and the Oregon Division of State Lands. Subsequent meeting with the wildlife agency representatives developed several mitigation measures which are being incorporated into the project, which should substantially mitigate undesirable environmental impacts. The Division of State Lands has since granted a removal/fill permit for the project.

The Governor of the State of Oregon has recently informed the Corps of Engineers of his approval of the project (refer to Appendix) and a Section 404 permit approval is anticipated. Other requirements for coordination pursuant to the Fish and Wildlife Coordination Act and Executive Order 11900, "Protection of Wetlands" (and subsequent interim Federal Highway Administration guidelines) will assure continued evaluation of impacts and mitigation measures. The Oregon Fish and Wildlife Department has offered assistance on after-construction monitoring of mitigation effectiveness.

The loss of farmland is considered minor in view of the amount of such land in Marion County. The project should have a net positive effect upon agriculture.

The U.S. Soil Conservation Service and the local Soil Conservation District agree with this judgement.

The loss of this land is considered secondary to the benefit gained for agricultural transportation. This project will not cause significant adverse changes in land use, planned growth, or development patterns. The project will fulfill certain objectives of the Marion County Transportation Plan and can therefore be considered consistent with County land use planning. The project will not require taking of any parklands, nor will it in any negative way affect parklands. No known historical or archaeological resources will be affected. The project will tend to slightly improve air quality and decrease noise.

It is the conclusion of Marion County and the Oregon Department of Transportation that this project constitutes a "major action," as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have significant impact upon the quality of the human environment. It is concluded that the environmental impacts are not of a magnitude to require processing of an environmental impact statement.

Concurred in by:

E. J. Hunter
Technical Services Engineer

7-17-78
Date

FHWA Division Administrator

Date

2. LAND USE PLANNING (Continued)

A. MAJOR REVISIONS

Major revisions include land use changes that have widespread and significant impact beyond the immediate area such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships.

The plan and implementation measures should be revised when public needs and desires change and when development occurs at a different rate than contemplated by the plan. Areas experiencing rapid growth and development should provide for a frequent review so needed revisions can be made to keep the plan up to date; however, major revisions should not be made more frequently than every two years, if at all possible.

The plan and implementation measures should be reviewed at least every two years and a public statement issued on whether any revision is needed. They can be reviewed in their entirety or in major portions. The review should begin with reexamining the data and problems and continue through the same basic phases as the initial preparation of the plan and implementation measures.

B. Minor Changes

Minor changes, i.e., those which do not have significant effect beyond the immediate area of the change, should be based on special studies or other information which will serve as the factual basis to support the change. The public need and justification for the particular change should be established. Minor changes should not be made more frequently than once a year, if at all possible.

6. IMPLEMENTATION MEASURES

The following types of measures should be considered for carrying out plans:

A. Management Implementation Measures:

(1) Ordinances controlling the use and construction on the land such as building codes, sign ordinances, subdivision and zoning ordinances. ORS Chapter 197 requires that the provisions of the zoning and subdivision ordinances conform to the comprehensive plan.

(2) Plans for public facilities that are more specific than those included in the comprehensive plan. They show the size, location and capacity serving each property but are not as detailed as construction drawings.

(3) Capital improvement budget which sets out the projects to be constructed during the budget period.

(4) State and federal regulations affecting land use.

(5) Annexations, consolidations, mergers and other reorganization measures.

B. Site and Area Specific Implementation Measures

(1) Building permits, septic tank permits, driveway permits, etc.; the review of subdivisions and land partitioning applications, the changing of zones and granting of conditional uses, etc.

(2) The construction of public facilities (schools, roads, water lines, etc.)

(3) The provision of land-related public services such as fire and police.

(4) The awarding of state and federal grants to local governments to provide these facilities and services.

(5) Leasing of public lands.

7. USE OF GUIDELINES FOR THE STATE-WIDE PLANNING GOALS

Guidelines for most state-wide planning goals are found in two sections - planning and implementation. Planning guidelines relate primarily to the process of developing plans that incorporate the provisions of the goals. Implementation guidelines should relate primarily to the process of carrying out the goals once they have been incorporated into the plans. Techniques to carry out the goals and plans should be considered during the preparation of the plan.

Notes

3. AGRICULTURAL LANDS

GOAL: To preserve and maintain agricultural lands.

Agriculture lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space. These lands shall be inventoried and preserved by adopting exclusive farm use zones pursuant to ORS Chapter 215. Such minimum lot sizes as are utilized for any farm use zones shall be appropriate for the continuation of the existing commercial agricultural enterprise within the area. Conversion of rural agricultural land to urbanizable land shall be based upon consideration of the following factors: (1) environmental, energy, social and economic consequences; (2) demonstrated need consistent with LCDC goals; (3) unavailability of an alternative suitable location for the requested use; (4) compatibility of the proposed use with related agricultural land; and (5) the retention of Class I, II, III and IV soils in farm use. A governing body proposing to convert rural agricultural land to urbanizable land shall follow the procedures and requirements set forth in the Land Use Planning goal (Goal 2) for goal exceptions.

AGRICULTURAL LAND - In western Oregon is land of predominantly Class I, II, III and IV soils and in eastern Oregon is land of predominantly Class I, II, III, IV, V and VI soils as identified in the Soil Capability Classification System of the United States Soil Conservation Service, and other lands which are suitable for farm use taking into consideration soil fertility, suitability for grazing, climatic conditions, existing and future availability of water for farm irrigation purposes, existing land use patterns, technological and energy inputs required, or accepted farming practices. Lands in other classes which are necessary to permit farm practices to be undertaken on adjacent or nearby lands, shall be included as agricultural land in any event.

More detailed soil data to define agricultural land may be utilized by local governments if such data permits achievement of this goal.

Farm Use -- is as set forth in ORS 215.203 and includes the non-farm uses authorized by ORS 215.213.

GUIDELINES:

A. Planning

1. Urban growth should be separated from agricultural lands by buffer or transitional areas of open space.
2. Plans providing for the preservation and maintenance of farm land for farm use, should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.

B. Implementation:

1. Non-farm uses permitted within farm use zones under ORS 215.213 (2) and (3) should be minimized to allow for maximum agricultural productivity.
2. Extension of services, such as sewer and water supplies into rural areas should be appropriate for the needs of agriculture, farm use and non-farm uses established under ORS 215.213.
3. Services that need to pass through agricultural lands should not be connected with any use that is not allowed under CRS 215.203 and 215.213, should not be assessed as part of the farm unit and should be limited in capacity to serve specific service areas and identified needs.
4. Forest and open space uses should be permitted on agricultural land that is being preserved for future agricultural growth. The interchange of such lands should not be subject to tax penalties.

12. TRANSPORTATION

GOAL: To provide and encourage a safe, convenient and economic transportation system.

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

Transportation -- refers to the movement of people and goods.

Transportation Facility -- refers to one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

Mass Transit -- refers to any form of passenger transportation which carries members of the public on a regular and continuing basis.

Transportation Disadvantaged -- refers to those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

GUIDELINES:

A. Planning:

1. All current area-wide transportation studies and plans should be revised in coordination with local and regional comprehensive plans and submitted to local and regional agencies for review and approval.
2. Transportation systems, to the fullest extent possible, should be planned to utilize existing facilties and rights-of-way within the state provided that such use is not inconsistent with the environmental, energy, land-use, economic or social policies of the state.
3. No major transportation facility should be planned or developed outside urban boundaries on Class I and II agricultural land, as defined by the U.S. Soil Conservation Service unless no feasible alternative exists.
4. Major transportation facilities should avoid dividing existing economic farm units and urban social units unless no feasible alternative exists.
5. Population densities and peak hour travel patterns of existing and planned developments should be considered in the choice of transportation modes for trips taken by persons. While high density developments with concentrated trip origins and destinations should be designed to be principally served by mass transit, low-density developments with dispersed origins and destinations should be principally served by the auto.
6. Plans providing for a transportation system should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.

B. Implementation:

1. The number and location of major transportation facilities should conform to applicable state or local land use plans and policies designed to direct urban expansion to areas identified as necessary and suitable for urban development. The planning and development of transportation facilities in rural areas should discourage urban growth while providing transportation service necessary to sustain rural and recreational uses in those areas so designated in the comprehensive plan.
2. Plans for new or for the improvement of major transportation facilities should identify the positive and negative impacts on: (1) local land use patterns, (2) environmental quality, (3) energy use and resources, (4) existing transportation systems and (5) fiscal resources in a manner sufficient to enable local governments to rationally consider the issues posed by the construction and operation of such facilities.
3. Lands adjacent to major mass transit stations, freeway interchanges, and other major air, land and water terminals should be managed and controlled so as to be consistent with and supportive of the land use and development patterns identified in the comprehensive plan of the jurisdiction within which the facilities are located.
4. Plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal.

APPENDIX 3

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Division of Ecological Services
Portland Field Office
727 N.E. 24th Avenue
Portland, Oregon 97232

Reference: ES

November 25, 1977

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
207 Transportation Building
Salem, Orego 97310

Re: Draft ~~Negative Declaration~~
Hubbard/Broadacre Road
Case Road Section
Market Road 96 (Yergen Road,
Marion County, Oregon

Dear Mr. Potter:

We have reviewed the referenced draft negative declaration and submit the following comments for your consideration.

Impacts, adverse to fish and/or wildlife, expected to result from work proposed in alternatives 2 and 3 would be either temporary or could be adequately compensated. Thus, we believe these two alternatives do not require the detailed analysis of an environmental impact statement. However, the negative declaration would be improved if it more fully described those specific measures designed to compensate the adverse impacts anticipated in each of the three alternatives.

Work proposed in alternative No. 1 - specifically the channel relocation of 420 feet of Case Creek and 200 feet of Champoeg Creek, shortening of both creeks by 130 feet and 50 feet respectively, and the filling of adjacent wetland areas - would have irreversible adverse impacts on fish and wildlife resources. We believe these losses could not be adequately mitigated.

In view of the above, alternative No. 1 would have significant environmental impacts, and therefore should be either dropped as a

APpENDIX 2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

October 4, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Hubbard/Broadacres Rd.
To Case Road Section
County Road 405 (Yergen Rd.)
Marion County

Dear Mr. Dykman:

This letter is in response to the cultural resources survey carried out to assess impact of the above mentioned project on historic and archeological sites. After a careful review of your proposal, we can offer the following information.

We feel that no historical resources of National Register listing or potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with as far as historical resources are concerned.

Because this is a sensitive area for archeological resources, a reconnaissance survey may be necessary in order to determine potential archeological sites. As required by law, the State Historic Preservation Office can then officially comment on the results of the survey and recommended salvage or other mitigation procedures.

Thank you for this opportunity to comment.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

MB:cjh

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In view of the above, alternative No. 1 would have significant environmental impacts, and therefore should be either dropped as a

viable alternative or subjected to the evaluation of an environmental impact statement.

These comments do not preclude an additional and separate evaluation by the U.S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), if eventual project development requires a permit from the U.S. Coast Guard and/or the Corps of Engineers, U.S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandrum of agreement and other authorities.

Sincerely yours,

Don H. Rodgers

John W. Kincheloe
Asst. Field Supervisor

cc:
EPA
BOR
NMFS
ODFW
DEQ
DSL
Marion County Dept. of Public Works

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

November 18, 1977

Mr. John A. Anderson
Director of Public Works
Marion County Courthouse
Salem, OR 97301

Dear Mr. Anderson:

Re: Hubbard/Broadacres Road-Case Road Section
Market Road 96 (Yergen Road)

We have completed review of the Draft Negative Declaration for the above-referenced project. We feel that Alternative #2 would be the most appropriate choice for the proposed highway improvement, as it provides the desired transportation benefits while maintaining the fish and wildlife resources of the area. Alternative #2 also represents a considerable dollar savings over Alternative #1 and consumes less farmland than does #1.

Thank you for the opportunity to review and comment on this project.

Sincerely,

WILLIAM S. COX
Director

Stanley F. Hamilton, P.E.
Waterway Manager

SFH:kp

cc: Department of Transportation
Department of Fish & Wildlife

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

RECEIVED
ENVIRONMENTAL
SECTION

November 30, 1977

Mr. Robert C. Jurica
Supervising Engineer
Department of Public Works
Floor 2M, Marion County Courthouse
Salem, Oregon 97301

DRAFT NEGATIVE DECLARATION HUBBARD/BROADACRES ROAD CASE
ROAD SECTION

Dear Mr. Jurica:

The Oregon Department of Fish and Wildlife has completed its review of the draft negative declaration for the new road section crossing Case and Champoeg Creeks and offers the following comments.

Marion County should be complimanted on the thorough presentation of project needs, alternative routes, and resulting impacts. The negative declaration has done an adequate job of addressing our concerns.

In our opinion Alternative 1 would cause an unreasonable impact upon fish and wildlife in the two stream corridors. Although we feel Alterative 3 and the no-build alternative would have the least resource impact, we realize these alternatives would not substantially improve Marion County's east-west arterial. Therefore, we would support Alternative 2 with less destruction of riparian habitat, less fill height, and less deviation from existing crossings.

Our Department will respond directly to the Division of State Lands through the permit process with specific working conditions. These conditions will address timing of in-water work and fish passage requirements.

If we can explain our position further, please do not hesitate to call.

Sincerely,

BRENT O. FORSBERG
STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

cc: Division of State Lands
Department of Environmental Quality
Environmental Protection Agency
National Marine Fisheries Service
U. S. Fish and Wildlife Service

BOF:ok

APPENDIX 4

Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

Permit No. 2623
Permit Type Removal/Fill
Waterway Case Creek, Champoeg Creek
County Marion County
Expiration Date June 7, 1979
PN 002302

MARION COUNTY

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene R. Schmitz
Authorized Signature

June 7, 1978
Date Issued

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 2633

1. This permit authorizes placement of culverts and fill material in Case and Champoeg Creeks and certain channel alterations as described in the attached application and drawings (Preliminary Copy dated June 20, 1977). All work shall be conducted according to operating conditions which follow.

2. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's of less, or more than a 10% increase when background turbidity is more than 30 JTU's.

3. Waste materials and spoils shall be placed above the bankline.

4. Surplus materials shall not be disposed of on existing wetland areas.

5. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

6. There shall be no removal or filling in the permit area between September 15 July 1.

7. There shall be no operation of equipment in the active flowing stream between September 15 and July 1.

8. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

9. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

10. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, shrubs and trees.

11. All riprap shall be placed from above the bankline.

12. The completed revetment shall have a slope no steeper than 1½:1.

13. Removal of existing woody vegetation shall be minimal.

14. Culvert placement shall follow applicable guidelines in "Salmonid Passage at Stream-Road Crossings" by Jim Lauman, Oregon Department of Fish and Wildlife.

15. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

June 7, 1978

APPENDIX 5

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

RECEIVED
JUN 15 1978
MARION COUNTY ENGINEER

June 14, 1978

District Engineer
Corps of Engineers
U. S. Army
Portland District
P. O. Box 2946
Portland, OR 97208

Att: A. J. Heineman, Chief
Navigation Division

Ref: PM 071-OYA-4-002302 (Champoeg and Case Creeks - Fill)

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 2623 issued by the Division of State Lands.

On May 10, 1977, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

RWS:ph

cc: Marion County
Division of State Lands
Department of Environmental Quality
Department of Fish and Wildlife
U. S. Fish and Wildlife Service

COPY

8920

913-H

June 6, 1978

Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

Attention: Edwin F. Morgan
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5519

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement regarding the Champoeg Road-Case Road Section of Quinn-Yergen Road in Marion County.

We have retained a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Attachment

bc Don Harwell (Agreement attached)

8920

8

STATE OF OREGON — INTEROFFICE MEMO

DEPARTMENT OF TRANSPORTATION

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: April 11, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Engineering and Manpower Needs
Local Government Projects

983-H

copy
PER 8

In keeping with the various state and federal programs administered by ODOT, and to fulfill certain obligations as agreed to between the Association of Oregon Counties and the League of Oregon Cities, the need has never been greater for engineering forces to perform services for local governmental programs and projects. The services being requested by the several local entities pertain namely to preliminary engineering and also construction engineering.

It is becoming more and more essential that we staff our Region offices accordingly to compensate for the requests of local government projects in need of State engineering services. (An example of "Marion County" is attached for your information.)

There is a tremendous increase in the number of projects being submitted that will require the State to perform engineering on their (local) projects, as the schedule of contract lettings will reveal.

There has also been a marked increase in private consultants desiring to perform engineering work on local government projects. The record will show that monitoring coordinating consulting work and accomplishments have been in a wide range from "less than desirable" to "very good".

Currently, there are approximately some 180 local government projects consisting of FAUS (98), FASC (39), and SOS (29), and several SCA (14) in the pipeline. Of the foregoing projects, approximately 100+ have requested PE by State and 130+ have requested CE by State.

The Region Engineers may be able to respond more directly and accurately as to particulars of the matter and to their desire to increase their staffs.

GWW/a
Attachment

RECEIVED
STATE HWY ENGR
APR 1 '78
REFER TO
Kreutz
FILE

FORM RI 7.14.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 6, 1978

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Engineering Responsibility
Marion County F.A. Projects

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

Attached is a letter from the Marion County Commissioners requesting State to perform preliminary engineering on Federal Aid projects submitted by County.

The following project agreements will have to be revised to indicate State is performing preliminary engineering:

Lancaster Drive - Cordon Road (Salem) Section
State Street FAU 1620

Satter Drive - Silverton Road (Salem) Section
45th Avenue FAU 1615

Dearborn Ave. - Glynbrook St. (Salem) Section
North River Road FAU 1705

Chemawa Road - Claxter Road Section
Verda Lane FAU 1685

In a meeting March 28, 1978, with John Anderson, Marion County Public Works Director, Mr. Anderson requested the State to perform construction engineering on all County Federal Aid projects. I called him April 4, 1978, and verified this is his intent. In addition to the above project agreements, except Verda Lane, the following agreements will require supplements for State to perform construction engineering:

Champoeg Rd. - Case Rd. Section
Giesy-Yergen Rd. (Market Rd. 96)

McLeod Lane - Oregon Electric RR Section
Lockhaven Drive FAU 1237

Region Office recommends approval of Marion County's requests. Please take the steps necessary to revise appropriate documents per County's request.

POS/lea
attachment

PROJECT MANAGEMENT
PE [ ] CCE [ ] O&M [ ]
LGE [ ] FAE [ ] CPE [ ]
APR 7 1978
File: PM FA

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

March 29, 1978

REGION 2 ENGINEER
RECEIVED
APR 04 1978
RLE RDL
RE RCE RPE RTE ROE
ULE GFO RSO ENV RFE

Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division/Region 2
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

We are returning the two sets of agreements on the State Street project, FAU 1620 and the 45th Avenue project, FAU 1617.6 We would like to request a change in our original applications to request the State Highway to do the preliminary and design engineering. If you could do the same on all other projects submitted to date, it would be appreciated.

The Marion County Public Works Department does not have sufficient staff to undertake this extra work on the Federal Aid projects and we would appreciate your department assisting us in this matter.

Sincerely,

BOARD OF COMMISSIONERS

Pat McCarthy
Chairman

Walter R. Heine
Commissioner

Harry Carson Jr.
Commissioner

JAA:lk

Enclosures

8920

8

March 15, 1978
Salem, OR 97310

Gary A. Potter, Manager
Environmental Section

C. O. Fredrickson
Region Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

Hubbard/Broadacres Rd. - Case
Road Section
Market Road 96 (Yergen Road)
Final Negative Declaration
Marion County

NOTED
E. S. HUNTER

913.4

The attached letter from FHWA is self explanatory. I would comment that Items #1 and #2 would require considerable work and staff time (that I do not have) with still little guarantee of success in the final analysis. Obviously, without Federal approval of the final negative declaration, the job cannot be advanced using Federal Highway Funds.

Would you please inform the county of this development and advise how you wish to proceed.

RECEIVED
TECHNICAL SERVICES
MAR 15 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

GAP:cjh

Attachment

cc: E. S. Hunter w/attach
J. H. Versteeg w/attach
F. E. Terpin w/attach
D. H. Moehring w/attach

8920

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 13, 1978

In reply refer to: HEV

RECEIVED
ENVIRONMENTAL SECTION
MAR 13 1978

Returned to _____

SUBJECT: Oregon Project OS-2400(1)
Hubbard/Broadacres Road-Case Road Section
Market Road 96 (Yergen Road)
Final Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. G. Potter, Environmental Section Mgr

It is the policy of the Federal Highway Administration to avoid undertaking or providing assistance for construction located in wetlands when there is a practicable alternative to such construction and if not, only when all practicable measures to minimize harm to the wetlands have been included. These conditions have not been met for the subject project.

Practicable alternatives to the construction of Alternative 1 that could provide the desired transportation benefits while minimizing economic and environmental impacts are considered attainable.

Alternative 1 would be reconsidered providing the following information be included in a revised Negative Declaration:

1. An economic justification for the additional expenditure involved in the construction of Alternative 1 over other alternatives.

2. A mitigation plan for minimizing the adverse impacts to wetlands posed by the construction of Alternative 1 that is acceptable to the Fish and Wildlife Agencies and the Division of State Lands.

Attached is the subject Negative Declaration which is being returned unapproved.

for G. L. Green

Attachment

8920

CON 21-8

Marion

Form 81-734-3020

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

February 13, 1978

Salem, OR 97310

FROM: Cam Gilmour, Project Coordinator
Environmental Section Cam Gilmour

SUBJECT: Study Committee Review
Final Negative Declaration
Hubbard/Broadacres Road-Case
Road Section
Market Road 96 (Yergen Road)
Marion County, Oregon

TO: F. E. Terpin
G. A. Potter
J. B. Boyd
L. E. George
J. H. Versteeg
Walt Hart
Bill Kappus-FHWA
Walt Barrie
C. O. Fredrickson
Paul Riedl-FHWA

There will not be a formal Study Committee Meeting held for this project. Please return comments by February 20, 1978. ~~Review comments should be listed, by page number, on a separate piece of paper.~~ Noted, Throughout.

Should this be written for the selected alternate & only briefly describe others? Or should the non selected alternates be written in the past tense?

Believe only place Alt. 1 noted as "selected" is on P1 - if you miss that the rest of the statement is still comparing alternates.

CG:ss

Attachment

cc: E. S. Hunter
Pieter Dykman w/attach
Eddie Welsh w/attach
James Dixon w/attach

coolson

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 14 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8920

APpENDIX 2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

October 4, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Hubbard/Broadacres Rd.
To Case Road Section
County Road 405 (Yergen Rd.)
Marion County

Dear Mr. Dykman:

This letter is in response to the cultural resources survey carried out to assess impact of the above mentioned project on historic and archeological sites. After a careful review of your proposal, we can offer the following information.

We feel that no historical resources of National Register listing or potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with as far as historical resources are concerned.

Because this is a sensitive area for archeological resources, a reconnaissance survey may be necessary in order to determine potential archeological sites. As required by law, the State Historic Preservation Office can then officially comment on the results of the survey and recommended salvage or other mitigation procedures.

Thank you for this opportunity to comment.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

MB:cjh

12. TRANSPORTATION

GOAL: To provide and encourage a safe, convenient and economic transportation system.

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

Transportation -- refers to the movement of people and goods.

Transportation Facility -- refers to one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

Mass Transit -- refers to any form of passenger transportation which carries members of the public on a regular and continuing basis.

Transportation Disadvantaged -- refers to those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

GUIDELINES:

A. Planning:

1. All current area-wide transportation studies and plans should be revised in coordination with local and regional comprehensive plans and submitted to local and regional agencies for review and approval.
2. Transportation systems, to the fullest extent possible, should be planned to utilize existing facilities and rights-of-way within the state provided that such use is not inconsistent with the environmental, energy, land-use, economic or social policies of the state.
3. No major transportation facility should be planned or developed outside urban boundaries on Class I and II agricultural land, as defined by the U.S. Soil Conservation Service unless no feasible alternative exists.
4. Major transportation facilities should avoid dividing existing economic farm units and urban social units unless no feasible alternative exists.
5. Population densities and peak hour travel patterns of existing and planned developments should be considered in the choice of transportation modes for trips taken by persons. While high density developments with concentrated trip origins and destinations should be designed to be principally served by mass transit, low-density developments with dispersed origins and destinations should be principally served by the auto.
6. Plans providing for a transportation system should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.

B. Implementation:

1. The number and location of major transportation facilities should conform to applicable state or local land use plans and policies designed to direct urban expansion to areas identified as necessary and suitable for urban development. The planning and development of transportation facilities in rural areas should discourage urban growth while providing transportation service necessary to sustain rural and recreational uses in those areas so designated in the comprehensive plan.
2. Plans for new or for the improvement of major transportation facilities should identify the positive and negative impacts on: (1) local land use patterns, (2) environmental quality, (3) energy use and resources, (4) existing transportation systems and (5) fiscal resources in a manner sufficient to enable local governments to rationally consider the issues posed by the construction and operation of such facilities.
3. Lands adjacent to major mass transit stations, freeway interchanges, and other major air, land and water terminals should be managed and controlled so as to be consistent with and supportive of the land use and development patterns identified in the comprehensive plan of the jurisdiction within which the facilities are located.
4. Plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal.

The existing County Road 405 section, which would be improved by this proposal, is a 2-lane, gravel road with 10 foot lanes for most of its length. The road is narrow and winding with several substandard horizontal (in excess of 20^{o} curvature) and vertical curves. Two paved, wooden bridges crossing Case Creek and Champoeg Creek (built in early 1950's) are deteriorated and are excessive maintenance problems for the County. The bridge over Champoeg Creek has been shored up on an emergency basis to provide safe passage for up to five-ton loads. The five-ton limit is a handicap to many heavy agricultural vehicles which are rerouted to avoid this bridge. Replacement of both bridges is considered essential in the near future.

Traffic in the area is low as is characteristic of agricultural areas. Average daily traffic volume (ADT) for 1976 is about 225 vehicles per day--predominantly agricultural trucks and vehicles of residents. Much of the truck traffic is slow-moving farm machinery. Improvement of the full length of the arterial from Highway 219 to I-5 may stimulate more traffic in the future. ADT for 1986 without the improved arterial is projected to be about 400 vehicles per day. With completion of the arterial, projected 1986 ADT is about 600 vehicles per day. This would include some large gravel trucks now using the road passing Champoeg Park and some commercial traffic from the Newberg and St. Paul areas.

Because of an extensive grid of local county and market roads, local access in the area is excellent. However, there is no complete east-west arterial in the area to serve as a collector for I-5 bound traffic. This proposed action would serve such a function. The principal benefit of the proposad would be in facilitating the transportation of agricultural products to market and supplies back to farms.

ALTERNATIVES CONSIDERED

Alternative 1: This alternative would reconstruct about 60% of this section of existing county road 405 and relocate about 40% on new alignment to make this road section compatible with the design of improved segments to the east toward I-5. The new alignment portion would eliminate several horizontal and vertical curves along the existing orad. Maximum horizontal curvature would be 3^{o} providing a design speed of 55 mph. The new creek crossings would be on steel pipe culverts (1-12' pipe on Case Creek, 2-14' pipes on Champoeg Creek) and the approach roadways would be elevated on fill across the creek floodplains; the fill across Case Creek would be about 35 feet high, and about 18 feet high across Champoeg Creek. Some channel relocation of both creeks near the new crossings is proposed (see Map 2) to connect the new culverts to the existing channels. All right-of-way for this alternative (13.5 acres) was acquired in 1970 as directed by a County Commissioner's Resolution (80 foot wide right-of-way). Those parts of the existing road bypassed by the new alignment would remain as local access for land owners; some small road sections could be abandoned and restored to private property or allowed to revegetate. Access to county road 416 would be reestablished on the new alignment.

Alternative 2: This alternative would reconstruct about 80% of this section of existing county road 405 and relocate about 20% on new alignment. The new alignment portion would ease several horizontal and vertical curves along the existing road although this alternative would not provide the quality of improvement to be had with Alternative 1. Maximum horizontal curvature would be 12^{o} providing a design speed of 40 mph. (Alternative 1 represents the highest geometric improvement feasible on this section of road.) With Alternative 2, the creek crossings would be on or very near the existing bridge sites; pipe culverts would be used as in Alternative 1; the elevations of the new crossings would be substantially the same as existing and only very minor channel adjustments at the culverts would be required. About

10.0 acres of right-of-way would be required for this alternative (80 foot wide right-of-way). (Selection of Alternative 2 would cause the County to dispose of the previously purchased right-of-way for Alternative 1.) Access to county road 416 would be reestablished on the new alignment.

Alternative 3: This alternative would reconstruct this entire section of county road 405 by widening and paving the existing alignment, replacing the deteriorating bridges, and improving two curves as shown on Map 2. About 4.5 acres of right-of-way would be required for this alternative. (Selection of Alternative 3 would also cause the County to dispose of previously purchased land for Alternative 1.)

Alternative 4 - No Build: This alternative would continue the maintenance and use of the existing county road 405. This alternative is not considered feasible since the two deteriorating bridges, the gravel road surface, narrow lanes, and numerous curves of the existing road section are potential safety hazards and not compatible with the safer design of adjacent segments of this road.

DISPOSITION OF FILL/EXCESS MATERIAL

Alternative 1 would involve substantial earthwork to construct the large fill sections across the Case and Champoeg Creek floodplains (about 100,000 cubic yards total fill required). All of this fill material would be obtained from the cut section required in the higher plateau of agricultural land which separates the two creek floodplains and from smaller cut sections on higher east and west ends of the project. This alternative would produce a net excess of about 20,700 cubic yards of fill material which could be used by the County or contractor forces at their discretion on other projects, or disposed of in a proper, mandatory disposal site.

Alternative 2 would also require considerable earthwork although not as great as in Alternative 1. Since the creek floodplains would be crossed at about the same height as the present road, only minor fill would be needed in these areas. About 40,000 cubic yards of embankment would be placed on the open, dry pastureland to the east and south of the Champoeg Creek crossing; this material would be optained from the cut section in the plateau of agricultural land between the creeks. This alternative would produce a net excess of about 20,000 cubic yards of fill material (primarily from small cut sections on both ends of the project) which would be disposed of as outlined for Alternative 1.

Alternative 3 would require very minor cut and fill sections to widen the existing road and improve two curves. The cut material produced would roughly balance the fill material needed.

Construction of Alternatives 1, 2, or 3 would require a Corps of Engineers Section 404/10 permit and an Oregon Division of State Lands permit.

DESCRIPTION OF EXISTING ENVIRONMENT

Natural Resources

The prpposed project area is located in the Willamette River Valley in that portion known as French Prairie. French Prairie is a non-marine, uplifted terrace deposit lying slightly above the alluvial deposits of the east floodplain of the Willamette River. The terrain is flat to gently rolling with several deeply incised creek beds draining the area.

The area has been predominantly in agricultural use for more than 100 years and is zoned for continued agricultural use. Farms are large and homesites are scattered. The soils of French Prairie (excluding the creek floodplains) are Woodburn and Amity series silt loams, moderately well-drained and excellent for agricultural use. These soils are classified as Class II

(U.S. Soil Conservation Service) and, as such, they are considered prime agricultural lands. Poor drainage and steeper topography near the creeks limit the floodplains to pasture use and undisturbed wetland or riparian habitat.

The natural drainage of the area is toward the Willamette River about 2 miles to the north. Both Case Creek and Champoeg Creek lie in incised trenches about 15-40 feet deep. These floodplains (trenches) of the creeks are each about 200-1000 feet wide and the creeks meander considerably within them. The creek bottoms are relatively flat. Case and Champoeg creeks are both more than 12 miles long; the proposed project crosses the creeks about 2 miles from their confluence with the Willamette River. The watersheds of the creeks are generally similar to the agricultural lands and riparian systems described in the project area. Precipitation in the area averages about 40 inches per year. Flood flow (50 year flood) for Case and Champoeg Creeks are 530 cfs and 1045 cfs respectively.

Case and Champoeg creeks support warm water fisheries although cutthroat trout are known to run in these creeks. Other fish present in both creeks include crappie, bluegill, bass, bullhead, squawfish, dace, cottid, and mosquitofish. The Oregon Department of Fish and Wildlife consider the creeks to be productive warm water fisheries; however, that agency indicates an equally important concern is the riparian habitat along the streams and the contiguous wooded/brushy areas which constitutes the only remaining natural habitat in this intensively farmed area. As such, it is a limited and valuable resource and serves as a local migration and access route for relatively abundant wildlife populations.

Wildlife found near the creeks include pheasant, quail, grouse, several species of hawks and owls, osprey, turkey vultures, several species of ducks, great blue heron, night heron, woodpeckers, and many songbirds;

bobcat, black-tailed deer, ground squirrels, chipmunks, fox squirrels, flying squirrels, beaver, muskrat, river otters, mink, raccoons, skunks, weasels, rabbits, opossum, nutria, wood rats, and many amphibians and reptiles are characteristic of the riparian and contiguous wooded area.

There are no threatened or endangered speices or habitat for such species in the project area.

Social/Economic Resources

The project area is located about half-way between the Portland and Salem urban areas which provide markets and full services to the residents and agricultural interests of French Prairie. French Prairie is characterized by large farms varying from 100 to 525 acres and a few small tracts. The major crops grown include fruit, filberts, cereal grains, grasses for pasture-land, and some row crops. Pasturelands for dairy grazing is a major land use especially near the creeks where land contours are steeper and drainage is poor.

The local interests have felt that there is considerable potential for expanded development of row crop production and of a local food processing industry. At present, almost all crops grown in the area for market are transported to nearby urban centers for processing. The future for row crops production in this area is considered excellent although the prospect for new food processing plants continues to be speculative.

This section of the Willamette Valley has several attributes which mark it as an ideal location for the processing industries: very productive soils, level terrain, adequate water supply and electric power, proximity to markets, good rail service, and, with the I-5 interchange near Fargo, excellent access to a high capacity major highway route.

The extensive agricultural development of the French Prairie and limited access in the past have led to little diversification of the economy and social structure of the area. There are several small towns and unincorporated communities (see Map 1) which provide limited services to the agricultural industry and residents. Completion of the proposed east-west arterial, of which this proposal is part, would probably stimulate some additional auto/truck commercial develcpment at the Fargo interchange. No other change of present land use patterns is anticipated in the near future.

Although not significantly affected by this proposed action, Champoeg State Park, to the north of the project area, is a major feature and a past focus of community development of the French Prairie area. Champoeg Park commemorates the early settlement of the Willamette Valley at French Prairie. It was at the Champoeg site that the first U.S. provisional government for Oregon (and on the Pacific Coast) was established in 1843. This clearly established U.S. jurisdiction in the Oregon territory which was until then occupied and jointly administered locally by American and British-French-Canadian settlers. The Park offers a museum of artifacts depicting early settlement life along the Willamette. Picnicking, overnight camping, playgrounds, swimming, boating, hiking, and bicycling facilities are also available.

IMPACTS OF ALTERNATIVES--MITIGATIONS TO REDUCE IMPACTS

Agricultural Lands

The right-of-way previously bought by the County for the new alighment of Alternative 1 crosses the corners of two large, private farms, isolating about a 2.0 acre pasture parcel and a 10.0 acre, cultivated parcel (see Map 2 on which the 2 acre parcel is designated "a" and the 10 acre parcel is designated "b and c." Small acreages contiguous to the existing road were also bought from three other farm owners in 1970 to accommodate widening along

part of the existing alignment. All of the agricultural land purchased in 1970 has remained in agricultural use by the previous owners with grain crops, row crops, filberts, and pasturegrass being grown although some adjustments of crops have occurred in anticipation of construction. Construction of Alternative 1 would activate the impacts associated with the use of this land for roadway right-of-way. With Alternative 1, about 8.0 acres of prime agricultural land, presently under cultivation for grain and row crops, would be converted to road use for the foreseeable future. The isolation of the two triangular parcels may reduce the efficiency of farming these plots such that a possible, secondary impact with Alternative 1 may be the alteration of existing planting patterns on these plots. This would not constitute an irretrievable loss of land, but only a possible practical decision by the owner to alter the existing farm management scheme. The 2 acre parcel parcel ("a") is presently used primarily for pastureland; the 10 acre parcel ("b and c") contains a farmhouse and barn, a garden and orchard, and a portion of a large grain crop.

The Soil Conservation Service and local Soil Conservation District were contacted in assessing the magnitude of the impact on agricultural lands. These agencies indicate that although this is prime farmland, there are over 100,000 acres of such farmland in Marion County and that the benefit to be gained by local farmers, from the improved access with Alternative 1 or Alternative 2, adequately warrants the use of this agricultural land.

Alternative 2 would also cross the corners of two large farms. However, the parcels isolated would be much smaller and less disruptive to existing farm operations than with Alternative 1. With Alternative 2 about a 2 acre pasture parcel (designed "d" on Map 2) and a 4.5 acre, cultivated parcel (designated "c") would be isolated. The existing uses of these parcels and possible secondary impacts caused by Alternative 2 are similar to those

described in Alternative 1 although the disruption to farm operations would be substantially less with Alternative 2. For example, the new alignment of Alternative 2 would skirt the edge of the grain crop and pass behind the orchard referenced in the 10 acre parcel discussion of Alternative 1. With Alternative 2, about 6.5 acres of prime agricultural land, presently under grain crop and row crop cultivation, would be converted to road use.

Alternative 1 and Alternative 2 of this proposed action may conflict with Goal 3--Preservation of Agricultural Lands and Goal 12--Transportation Facilities promulgated by the Oregon Land Conservation and Development Commission to guide land use decisions in Oregon. These goals (see Appendix 1) seek to minimize the conversion of prime agricultural lands to other, "urbanized" uses without sufficient warrant. The goals provide that a governing body proposing to convert rural agricultural lands to urbanized uses shall follow the procedures and requirements set forth in Goal 2--Land Use Planning (see Appendix 1); this goal specifies that conflicts between the proposed use (new roadway alignment) and the existing, agricultural use be thoroughly discussed in the planning stages of the project development and specifically addressed in the notice of public hearing on the proposal. Marion County and the Oregon Department of Transportation support the position of the Soil Conservation District in this matter--that the benefits to be gained by local farmers and residents with either Alternative 1 or Alternative 2 adequately warrant this restricted use of farmland for this proposed action.

Alternative 3 would have the least effect on agricultural land since only the existing alingment would be widened and paved and two curves would be slightly improved. Alternative 3 would require the acquisition of about 3.9 acres of prime agricultural land.

Preliminary design of all three alternatives indicated that numerous, mature filbert trees would be displaced by widening the existing road on the west end of the project. This early design has been modified to avoid these trees although a few may still be displaced.

Streams and Riparian Habitat

The new alignment of Alternative 1 would cross Case and Champoeg Creeks at new locations through which both streams meander (Case Creek particularly). Because the road embankment would be subject to erosion unless these meanders are confined and in order to limit the amount of culvert construction required, some rechannelization of both streams would be necessary with Alternative 1 to stabilize the streams and embankment (see Map 2). About 420 feet of Case Creek and about 200 feet of Champoeg Creek would be modified or relocated and riprapped. The actual meanders would be shortened by about 130 feet for Case Creek and about 50 feet for Champoeg Creek. The new channels, although shorter, would be stabilized and riprapped before being connected to live creek flow to minimize erosion and turbidity. The existing creek beds are very flat in this area and the shortening of the meanders would not significantly change the velocity or flow of water in the creek nor cause erosion or deposition of the banks or bottom. The stream gradient would be slightly steepened. Fish passage would be only temporarily disturbed during construction.

A dead-end backwater channel (wetland area) off Champoeg Creek would be displaced by the north edge of the road fill with Alternative 1. This channel is about 200 feet long and constitutes about 1.0 acre of wetland area (see Map 2).

The construction of the road fill, culverts, and new channels at both creek crossings with Alternative 1 would temporarily disrupt stream flow and result in a temporary increase in turbidity and corresponding decrease in dissolved oxygen levels in the streams during the construction

period. These effects would be minimized by undertaking and completing construction of the crossings during the summer low-flow season. In addition, temporary and permanent erosion control measures would be implemented to control erosion, turbidity, and sedimentation. Road fills and new channel banks would be stabilized and seeded and mulched soon after placement and definitely before the beginning of the fall wet season.

Coordination with the Oregon and federal fish and wildlife agencies indicates that, with Alternative 1, the loss of riparian habitat and contiguous woodland habitat near the creeks is an especially important negative impact to fish and wildlife resources. The relatively large fill, with wide side slopes, required to build an adequate vertical alignment across the creeks with Alternative 1, would displace a significant amount (about 3.0 acres) of riparian/wooded habitat which is scarce in this agricultural area. This habitat harbors abundant wildlife and the extensive fill for the culvert crossings may obstruct local movement of wildlife which, at present, have free access along the creek corridors. Road kills of wildlife would probably increase with Alternative 1. A cattle pass planned for the farm operation on both sides of Case Creek may allow some wildlife to move beneath the road fill but cattle passes are not especially effective for this purpose.

The alignment of Alternative 2 represents a lesser improvement in geometric design than Alternative 1 because Alternative 2 has been designed to cross the floodplains of the creeks at or very near the existing crossing sites and elevations. In doing so, the disturbance of the streams and bordering riparian habitat would be minimized while a moderate road improvement would be gained. Impacts associated with Alternative 2 would be largely confined to temporary construction disturbances when the new culverts are placed for the wider crossings; some increase in turbidity could be expected downstream.

No significant channel alteration would occur. Only about .7 acre of riparian or contiguous wooded habitat would be committed to road use where the existing road would be widened in the creek floodplains. The alignment of Alternative 2 would cross the Champoeg Creek floodplain slightly north (downstream) from the existing crossing to improve the two curves on either side of the creek. In order to offset this minor use of habitat, the existing road near Champoeg Creek would be obliterated and revegetated to resemble the nearby riparian habitat. In so doing, the net amount of riparian habitat used with Alternative 2 would decrease to about .5 acre.

Alternative 3 would also use only .5 acre of riparian or contiguous wooded habitat where the existing road would be widened in the creek floodplains. Construction disturbances and impacts similar to Alternative 2 would occur when the new culverts are placed for the wider crossings. Alternative 3 provides little road improvement compared to Alternative 2 which has similar, minimal impacts on stream ecology.

Historic Resources

Coordination with the State Historic Preservation Office (SHPO) indicates that none of the three build alternatives would have an effect on any known site of historic, archaeological, or cultural significance (see Appendix 2). There are no sites in the project area listed or eligible for the National Register or Statewide Inventory of Historic Places or Sites. The French Prairie area was occupied by the Calapooya Indians before the arrival of fur trappers and farmers in the early and mid-1800's. Stream banks throughout the area were favored camping and settlement sites of this tribe. When an alternative is selected for construction, a detailed investigation and survey of the area will be conducted by the University of Oregon Museum of Natural History to determine if there are any undiscovered artifacts of archaeological or paleontological significance. Any such find would be

salvaged or protected to insure proper recovery and study in coordination with the SHPO. Standard Specification 10.513--Preservation of Historic Objects is a part of all highway construction contracts and assures protection and preservation of artifacts found during construction.

The proposed action (Alternatives 1, 2, or 3) would have no direct effect on the historic Champoeg Park; however, improvement of the Yergen Road may divert some cars and heavy duty trucks from the Champoeg access road onto the Yergen road. Some thru-traffic now uses the Champoeg access road because it is paved and has a relatively good geometric alignment. The diversion of thru-traffic away from the Champoeg Park area would be a benefit to the Park.

Flood Hazard

None of the build alternatives would affect the flow capacity or flood flushing ability of Case or Champoeg Creeks. The pipe culverts have been designed to accommodate a 50 year flood flow. Existing upstream check dams on both creeks also restrain excessive flood flows.

Geologic Hazard

The soils in the floodplains of Case and Champoeg creeks are semi-consolidated, have high organic content, and high water table. These characteristics make the soil subject to consolidation when loaded with a large fill as with Alternative 1. The fill heights with Alternative 1 have been reduced somewhat from earlier designs to relieve this problem. However, further soil studies may indicate a need for special design and construction techniques to attain suitable foundation strength to support the fills with Alternative 1.

Alternatives 2 and 3 would not involve any geologic problem.

Traffic Disturbance

None of the three build alternatives should cause any severe traffic disturbance. The moderate traffic disruption expected would be eased with extensive traffic control, stage-construction techniques, and minor detours.

There is relatively little traffic on this road section and there are many alternate, hard-surfaced detour routes available in an extensive grid of local access roads in the area.

Air Quality

The proposed action (Alternatives 1, 2, or 3) should slightly improve air quality in the area since all alternatives would allow an increase in operating speed and steadier vehicle operating conditions, thereby slightly reducing most emissions. Paving the existing gravel-surfaced road would eliminate the dust problem experienced with this road during the dry season. The minor amount of new traffic on this improved section would be only that diverted from other, more congested roads. A temporary increase in particulates (dust) could be expected during the construction period of this proposed action, but this would be minimized with regular sprinkling of construction sites.

The ambient air quality is considered to be very good in this area which has few pollutant sources. Existing and predicted traffic volumes are well below those for which an indirect source permit would be required. Therefore, this proposed action is considered to be consistent and supportive of the State Air Quality Implementation Plan.

Noise

There are three homes located near the project area (see Maps 1 and 2). The closest is only about 50 feet from the edge of the existing road (in parcel "c" on Map 2). The other two are set back about 100 and 500 feet. The existing noise environment is excellent as is characteristic of agricultural areas. Agricultural trucks on the gravel roads create peaks of high noise levels but these are infrequent as demonstrated by the low L_{10} noise level of 55 dBA within 50 feet of the existing road.

This proposed action may stimulate a slight increase in traffic on the Yergen Road including some heavy duty trucks. Projected traffic estimates are still so low as to produce an insignificant increase in L_{10} noise levels. Paving of the gravel surface and elimination of existing stop/start vehicle operation should reduce traffic noise levels.

Alternatives 1 or 2 should substantially reduce traffic noise near the house in parcel "c ." Since the proposed new alignments of Alternatives 1 or 2 would pass behind and further away from this house than the existing road, perceived traffic noise should be markedly reduced.

Construction noise could be an annoyance to two families in the project area. Construction hours would be scheduled to minimize the noise exposure of the residents to daytime hours. The contractor would be required to adhere to noise level specifications for construction machinery. These residents will be advised of anticipated high noise level construction activities.

COORDINATION WITH THE PUBLIC AND AGENCIES

The citizens directly affected by this proposal were contacted and their input sought before the right-of-way for Alternative 1 was purchased in 1970. Informal public meetings were held in 1969 and early 1970, and a public hearing was held on Alternative 1 in February, 1970. Right-of-way for Alternative 1 was purchased after a hearing in June, 1970 for consideration of damage petitions. Subsequently, Alternatives 2 and 3 have been studied as feasible alternatives which minimize negative impacts to stream ecology and agricultural lands. Another public hearing will be offered in the future to address all alternatives under consideration. Local residents and property owners at present support a road improvement to enhance access to their farms and improve safety.

Although most agencies do not formally comment on the proposal until they review the draft environmental document, some have provided early guidance for project development. Coordination meetings have been held with the U.S. Fish and Wildlife Service, U.S. Corps of Engineers, Oregon Department of Fish and Wildlife, and the Oregon Land Conservation and Development Department. These agencies, while supporting an improvement to the existing road, question the use of riparian and stream habitat and prime agricultural land (specifically with Alternative 1) to accomplish this purpose. The Oregon Department of Transportation and Marion County consider the use of agricultural land and riparian/stream habitat to be restricted, negative impacts warranted by the need to improve the existing road and establish a minor arterial serving the north Marion County area. The proposed action is part of the Marion County Transportation Plan and, as such, also conforms to the Marion County Comprehensive Plan.

The U.S. Soil Conservation Service and State Soil Conservation District were also contacted for their input on this proposal. The views of these agencies on the use of agricultural land is outlined on page 10. Several area farmers have approached the SCS with a proposal to build irrigation dams at the sites of the proposed creek crossings with Alternative 1 since extensive fill would be anticipated for Alternative 1 and for any type of dam proposals. The SCS is researching this proposal. Since the embankment for such dams would be markedly different from those proposed for Alternative 1, the two proposals are not design-related at this time. Due to the difference in development stages of the two proposals, this road improvement is being advanced independently of the dam proposals; if future decisions indicate both projects should proceed together, this road improvement proposal will be delayed and altered as a part of the dam proposals.

BASIS FOR NEGATIVE DECLARATION ON THIS PROPOSAL

In assessing the effects of this proposed action, the Oregon State Highway Division and Marion County Department of Public Works have concluded that the impacts associated with this proposal are not widespread or can be mitigated to minor levels.

The Oregon State Highway Division and Marion County concluded that this project constitutes a major action as defined in the Federal-aid Highway Program Manual, Chapter 7, Volume 7, Section 2, and that implementation of the proposed action will not have a significant impact upon the quality of the human environment of a magnitude to require processing of an environmental impact statement.

Concurred in by:

E J Lumtu
Technical Services Engineer

9-30-77
Date

for G. W. Lundt
FHWA Division Administrator

10-18-77
Date

3. AGRICULTURAL LANDS

GOAL: To preserve and maintain agricultural lands.

Agriculture lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space. These lands shall be inventoried and preserved by adopting exclusive farm use zones pursuant to ORS Chapter 215. Such minimum lot sizes as are utilized for any farm use zones shall be appropriate for the continuation of the existing commercial agricultural enterprise within the area. Conversion of rural agricultural land to urbanizable land shall be based upon consideration of the following factors: (1) environmental, energy, social and economic consequences; (2) demonstrated need consistent with LCDC goals; (3) unavailability of an alternative suitable location for the requested use; (4) compatibility of the proposed use with related agricultural land; and (5) the retention of Class I, II, III and IV soils in farm use. A governing body proposing to convert rural agricultural land to urbanizable land shall follow the procedures and requirements set forth in the Land Use Planning goal (Goal 2) for goal exceptions.

AGRICULTURAL LAND - In western Oregon is land of predominantly Class I, II, III and IV soils and in eastern Oregon is land of predominantly Class I, II, III, IV, V and VI soils as identified in the Soil Capability Classification System of the United States Soil Conservation Service, and other lands which are suitable for farm use taking into consideration soil fertility, suitability for grazing, climatic conditions, existing and future availability of water for farm irrigation purposes, existing land use patterns, technological and energy inputs required, or accepted farming practices. Lands in other classes which are necessary to permit farm practices to be undertaken on adjacent or nearby lands, shall be included as agricultural land in any event.

More detailed soil data to define agricultural land may be utilized by local governments if such data permits achievement of this goal.

Farm Use -- is as set forth in ORS 215.203 and includes the non-farm uses authorized by ORS 215.213.

GUIDELINES:

A. Planning

1. Urban growth should be separated from agricultural lands by buffer or transitional areas of open space.
2. Plans providing for the preservation and maintenance of farm land for farm use, should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.

B. Implementation:

1. Non-farm uses permitted within farm use zones under ORS 215.213 (2) and (3) should be minimized to allow for maximum agricultural productivity.
2. Extension of services, such as sewer and water supplies into rural areas should be appropriate for the needs of agriculture, farm use and non-farm uses established under ORS 215.213.
3. Services that need to pass through agricultural lands should not be connected with any use that is not allowed under ORS 215.203 and 215.213, should not be assessed as part of the farm unit and should be limited in capacity to serve specific service areas and identified needs.
4. Forest and open space uses should be permitted on agricultural land that is being preserved for future agricultural growth. The interchange of such lands should not be subject to tax penalties.

2. LAND USE PLANNING (Continued)

A. MAJOR REVISIONS

Major revisions include land use changes that have widespread and significant impact beyond the immediate area such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships.

The plan and implementation measures should be revised when public needs and desires change and when development occurs at a different rate than contemplated by the plan. Areas experiencing rapid growth and development should provide for a frequent review so needed revisions can be made to keep the plan up to date; however, major revisions should not be made more frequently than every two years, if at all possible.

The plan and implementation measures should be reviewed at least every two years and a public statement issued on whether any revision is needed. They can be reviewed in their entirety or in major portions. The review should begin with reexamining the data and problems and continue through the same basic phases as the initial preparation of the plan and implementation measures.

B. Minor Changes

Minor changes, i.e., those which do not have significant effect beyond the immediate area of the change, should be based on special studies or other information which will serve as the factual basis to support the change. The public need and justification for the particular change should be established. Minor changes should not be made more frequently than once a year, if at all possible.

6. IMPLEMENTATION MEASURES

The following types of measures should be considered for carrying out plans:

A. Management Implementation Measures:

(1) Ordinances controlling the use and construction on the land such as building codes, sign ordinances, subdivision and zoning ordinances. ORS Chapter 197 requires that the provisions of the zoning and subdivision ordinances conform to the comprehensive plan.

(2) Plans for public facilities that are more specific than those included in the comprehensive plan. They show the size, location and capacity serving each property but are not as detailed as construction drawings.

(3) Capital improvement budget which sets out the projects to be constructed during the budget period.

(4) State and federal regulations affecting land use.

(5) Annexations, consolidations, mergers and other reorganization measures.

B. Site and Area Specific Implementation Measures

(1) Building permits, septic tank permits, driveway permits, etc.; the review of subdivisions and land partitioning applications, the changing of zones and granting of conditional uses, etc.

(2) The construction of public facilities (schools, roads, water lines, etc.)

(3) The provision of land-related public services such as fire and police.

(4) The awarding of state and federal grants to local governments to provide these facilities and services.

(5) Leasing of public lands.

7. USE OF GUIDELINES FOR THE STATE-WIDE PLANNING GOALS

Guidelines for most state-wide planning goals are found in two sections - planning and implementation. Planning guidelines relate primarily to the process of developing plans that incorporate the provisions of the goals. Implementation guidelines should relate primarily to the process of carrying out the goals once they have been incorporated into the plans. Techniques to carry out the goals and plans should be considered during the preparation of the plan.

Notes

2. LAND USE PLANNING

GOAL:
PART I - PLANNING: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS 197.705 through 197.795.

All land use plans shall include identification of issues and problems, inventories and other factual information for each applicable state-wide planning goal, evaluation of alternative courses of action and ultimate policy choices, taking into consideration social, economic, energy and environmental needs. The required information shall be contained in the plan document or in supporting documents. The plans, supporting documents and implementation ordinances shall be filed in a public office or other place easily accessible to the public. The plans shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans. Each plan and related implementation measure shall be coordinated with the plans of affected governmental units.

All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in the plan. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revision of plans and implementation ordinances.

Affected Governmental Units -- are those local governments, state and federal agencies and special districts which have programs, land ownerships or responsibilities within the area included in the plan.
Comprehensive Plan -- as defined in ORS 197.015 (4).
Coordinated -- as defined in ORS 197.015 (4). Note: It is included in the definition of comprehensive plan.
Implementation Measures -- are the means used to carry out the plan. They are of two general types: (1) management implementation measures such as ordinances, regulations or project plans, and (2) site or area specific implementation measures such as permits and grants for construction, construction of public facilities or provision of services.
Plans - as used here encompass all plans which guide land use decisions, including both comprehensive and single purpose plans of cities, counties, state and federal agencies and special districts

PART II - EXCEPTIONS: When, during the application of the statewide goals to plans, it appears that it is not possible to apply the appropriate goal to specific properties or situations, then each proposed exception to a goal shall be set forth during the plan preparation phases and also specifically noted in the notices of public hearing. The notices of hearing shall summarize the issues in an understandable and meaningful manner.

If the exception to the goal is adopted, then the compelling reasons and facts for that conclusion shall be completely set forth in the plan and shall include:

(a) Why these other uses should be provided for;
(b) What alternative locations within the area could be used for the purposed uses;
(c) What are the long term environmental, economic, social and energy consequences to the locality, the region or the state from not applying the goal or permitting the alternative use;
(d) A finding that the proposed uses will be compatible with other adjacent uses.

PART III - USE OF GUIDELINES: Governmental units shall review the guidelines set forth for the goals and either utilize the guidelines or develop alternative means that will achieve the goals. All land use plans shall state how the guidelines or alternative means utilized achieve the goals.
Guidelines -- are suggested directions that would aid local governments in activating the mandated goals. They are intended to be instructive, directional and positive, not limiting local government to a single course of action when some other course would achieve the same result. Above all, guidelines are not intended to be a grant of power to the state to carry out zoning from the state level under the guise of guidelines. (Guidelines or the alternative means selected by governmental bodies will be part of the Land Conservation and Development Commission's process of evaluating plans for compliance with goals).

GUIDELINES:

1. **PREPARATION OF PLANS AND IMPLEMENTATION MEASURES**
Preparation of plans and implementation measures should be based on a series of broad phases, proceeding from the very general identification of problems and issues to the specific provisions for dealing with these issues and for interrelating the various elements of the plan.
During each phase opportunities should be provided for review and comment by citizens and affected governmental units.
The various implementation measures which will be used to carry out the plan should be considered during each of the planning phases.
The number of phases needed will vary with the complexity and size of the area, number of people involved, other governmental units to be consulted, and availability of the necessary information.
Sufficient time should be allotted for:

(a) collection of the necessary factual information
(b) gradual refinement of the problems and issues and the alternative solutions and strategies for development
(c) desires and development of broad citizen support
(d) identification and resolution of possible conflicts with plans of affected governmental units.

2. **REGIONAL, STATE AND FEDERAL PLAN CONFORMANCE**
It is expected that regional, state and federal agency plans will conform to the comprehensive plans of cities and counties. Cities and counties are expected to take into account the regional, state and national needs. Regional, state and federal agencies are expected to make their needs known during the preparation and revision of city and county comprehensive plans. During the preparation of their plans, federal, state and regional agencies are expected to create opportunities for review and comment by cities and counties.
In the event existing plans are in conflict or an agreement cannot be reached during the plan preparation process, then the Land Conservation and Development Commission expects the affected governmental units to take steps to resolve the issues. If an agreement cannot be reached the appeals procedures in ORS Chapter 197 may be used.

3. **PLAN CONTENT**
A. **Factual Basis for the Plan**
Inventories and other forms of data are needed as the basis for the policies and other decisions set forth in the plan.
This factual base should include data on the following as they relate to the goals and other provisions of the plan:

(1) Natural resources, their capabilities and limitations
(2) Man-made structures and utilities, their location and condition
(3) Population and economic characteristics of the area
(4) Roles and responsibilities of governmental units.

B. **Elements of the Plan**
The following elements should be included in the plan:

(1) Applicable state-wide planning goals
(2) Any critical geographic area designated by the Legislature
(3) Elements that address any special needs or desires of the people in the area
(4) Time periods of the plan, reflecting the anticipated situation at appropriate future intervals

All of the elements should fit together and relate to one another to form a consistent whole at all times.

4. **FILING OF PLANS**
City and county plans should be filed, but not recorded, in the Office of the County Recorder. Copies of all plans should be available to the public and to affected governmental units.

5. **MAJOR REVISIONS AND MINOR CHANGES IN THE PLAN AND IMPLEMENTATION MEASURES**
The citizens in the area and any affected governmental unit should be given an opportunity to review and comment prior to any changes in the plan and implementation ordinances. There should be at least 30 days notice of the public hearing on the proposed change. In determining the affected persons to receive notice by mail of proposed changes, renters should be considered among those affected. Also, in the event that all of the property within a single ownership is not included in the area to be changed, the boundary for those to receive notice by mail should be measured from the property line and not from the boundary line of the area to be changed.

When adopted, the changes should be suitably noted in a prominent place in the document, filed with the recorder, and copies made available to the public

Continued on next page

ALL THREE ALTERNATIVES INCLUDE WIDENING AND PAVING AN ADDITIONAL 3500 FOOT STRAIGHT SECTION OF THE EXISTING ROAD TO THE WEST PROJECT TERMINUS AT THE M.R. 8 INTERSECTION.

NOTE:
DOTTED LINES DENOTE STREAM CHANNEL CHANGE WITH ALTERNATE NO. 1.

ALT. 1

Champoeg Cr.

ALT. 2

ALT. 3 CONSTITUTES WIDENING AND PAVING THE EXISTING ROAD AND MINOR CURVE IMPROVEMENTS SHOWN IN RED.

M.R. 8

a

a

d

c

b

No.

LARGE GRAIN CROP

ALT. 2

ALT. 1

MAP 2
MARKET ROAD 96 (YERGEN RD)
HUBBARD – BROADACRES RD.
TO CASE. RD. SECTION

NOTE:
DOTTED LINES DENOTE STREAM CHANNEL CHANGE WITH ALTERNATE NO. 1.

ALL THREE ALTERNATIVES INCLUDE WIDENING AND PAVING AN ADDITIONAL 1000 FOOT SECTION OF THE EXISTING ROAD TO THE EAST PROJECT TERMINUS AT THE C.R. 415 INTERSECTION.

8920

983-N

August 8, 1977

Mr. Robert C. Jurica
Supervising Engineer
Department of Public Works
Marion County
County Courthouse
Salem, Oregon 97301

Dear Mr. Jurica:

Re: Yergen Road Project OS 2400(1)
Hubbard/Broadacres Road-Case Road Section
Marion County

Thank you for your July 20 letter. We plan to proceed on the development procedures for the project as you suggest. I offer the following schedule for the negative declaration:

Negative declaration complete for review, August 19
Approval with FHWA, printing and release, September 2
30-day review complete, October 2

If revisions of the draft negative declaration are minor, we will be glad to handle them but our current workload and manpower do not allow us to take on revisions or works of major proportion.

We will do everything possible to assist you in meeting an early 1978 bid letting.

Sincerely,

F. B. Klaboe
Chief of Operations

bc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
H. S. Coulter
G. A. Potter
John Sheldrake

GAP:ss srb

8920

9

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

COURTHOUSE, SALEM, OREGON 97301

July 20, 1977

RECEIVED
DOT OPERATIONS
JUL 22 77
REFER TO
FOR

Mr. F.B. Klaboe
Chief of Operations
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: Yergen Road Project OS-2400 (1)
Hubbard/Broadacres Road - Case Road Section
Marion County

Dear Mr. Klaboe:

This is a brief account on the progress of the subject Off-Systems project. Since the Design Section completed the preliminary design plans, approximately a month ago, the State Highway's Environmental Section has been working on the Draft Negative Declaration. Considering the time frame to finalize that document and award a contract, actual construction this year is precluded. Pursuance for an early 1978 bid letting will continue so the entire project can be completed that year.

In the meantime, the Soil Conservation Service is attempting to activate local enthusiasm for storage reservoirs on the Case and Champoeg Creek basins, and using the fill section on Yergens Road as dam structures. If they can put together a project, we will back off from the existing concept and allow the S.C.S. to modify the design. The current work being devoted on the project will continue as though the dam proposal did not exist.

It is anticipated that some revisions to the original preliminary plans will be required after circulation of the Draft Negative Declaration and we will be requesting the State to do this because of their prior involvement. We will contact you on this matter upon satisfaction of the environmental concerns.

Marion County greatly appreciates your help.

Very truly yours,

John A. Anderson
Director of Public Works

Robert C. Jurica
Supervising Engineer

RCJ:vr
cc: [redacted]
J.A. Versteeg
Board of Commissioners

NOTED
F. B. KLABOE

8920

bc: H. S. Coul[illegible]
John Sheldrake
Warren Mueller
E. S. Hunter
Gary Potter
L. K. Watson

DOC/ESH:ia srb

June 10, 1977

Mr. John A. Anderson
Director of Public Works
Marion County
County Courthouse
Salem, Oregon 97301

Dear Mr. Anderson:

Re: Hubbard/Broadacres Road-Case Road
Yergens Road, 05-2400(1), Marion County

We have met with Mr. Jurica of your staff and discussed the engineering services required for this project to move it along to the contracting stage. An engineer has been assigned to the project and additional staff will be assigned as required to complete the plans, specifications and estimates. Environmental staff have also been assigned to handle the work on the Negative Declaration.

Preliminary plans have already been developed and three sets were given to Mr. Jurica on Thursday, June 9, for his review, comments, additions and/or corrections. Additional temporary easements for channel changes and road approaches were noted thereon and pointed out to him.

There will be an excess of 20,700 cubic yards of material on the project, which can be used to widen embankment areas, disposed of in a mandatory disposal area or given to the contractor.

After you have reviewed the plans, finalized the base design and typical section, and determined the changes or additions required, we will produce a final set of contract plans and prepare the specifications and final estimates.

A preliminary estimate based on the plans given to Mr. Jurica is attached. The estimated cost is $393,000. This does not include temporary erosion control during construction, which will be your responsibility to determine the need for.

Engineering charges to date are:	
Design and drafting	$1,870
Environmental	800
	$2,670
Anticipated future charges:	
Final review, specifications, advertising, bids, etc.	$1,600
Final environmental work	500
	$2,100

Sincerely,

F. B. Klaboe
Chief of Operations

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section [illegible] Prefix
Highway [illegible] County
Length Miles Designer Date 6-7-77
Signed Title

Grading & Drainage		$ 345.975
Surfacing		$
Extra Work		
[illegible]	$ 600	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 600
TOTAL		$ 346,575
+13½% Engineering and Contingencies		$ 46,740
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 393,315

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Hubbard / Bro. Jarvis Rd. - Case Rd.
Highway Yergen Rd. County [illegible] Prefix
Length ___ Miles Designer Miller Date 6-7-77

GRADING AND SURFACING ITEMS

ITEM	UNIT	GROSS	PRICE	AMOUNT
Mobilization 8%	All	All		25,624
Temp. Prot & Dir. Traffic	All	All		4850
Clearing & Grubbing	Acr	15	300	4500
Gen. Exc.	cu yds	153,700	1.00	158,700
Overhaul	c-yd-sta.	1915	0.40	766
18" Culv. Pipe	cu yds	30	10.00	300
Finishing Rdbd & Slopes	Mile	1.65	1500.00	2475
Watering	M-Gal	100	5.00	744
1½"-0 Aggregate Base	cu yds	7,000	5.00	53,100
Drainage Exc.	cu yds	291	5.00	1405
Tr. Exc.	cu yds	14	5.00	70
3/4"-0 Level Course	cu yds	2300	6.50	14,950
Placing 1-F Pipe 144"	L.F	146	60	8760
" " " " 168"	LF	220	70	15,420
84" Corr. Metal Pipe	LF	70	100	7000
Rip Rap	cu yd	745	15.00	11,175
Filter	cu yd	110	8.30	913
Seeding & Mulching	Acr	11	450	4950
Special Backfill	cu yds	5770	2.30	13,271
Guide Posts	Each	40	10	400
Type 2 Fence	LF	9,300	1.75	16,275
1-" Culv. Dia.	LF	60	7.50	450
			TOTAL	$ 345,925

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

May 19, 1977

Mr. Fred Klaboe
Chief of Operations
Oregon State Highway Division
Room 140
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

This is a request by Marion County for engineering services from the Oregon State Highway Division on the Yergen Road project which is funded by Off-System monies and identified as OS-2400(1).

A manpower shortage in our organization has left us without the personnel to complete the design plans in time to award a contract during the 1977 construction season. In an attempt to achieve this goal, we are requesting the State to prepare the preliminary plans, specifications, material quantities, and cost estimates necessary for design approval by Federal Highway Administration. At the same time, it is also requested that Staff members of the Environmental Section rework the draft Negative Declaration as submitted by the County into the format appropriate for such statements.

The following list of maps and design material has already been furnished to supplement our request:

- Assessors Map
- Cross Section Map - Sta.100+00 to Sta.121+50
- Cross Section Map - Sta.122+00 to Sta.155+00
- Cross Section Map - Sta.156+00 to Sta.187+00
- Mass diagram sheet
- Aerial map with profile
- Marion County Surveyor's map
- Champoeg Creek Channel - Profile & Cross Section
- Case Creek Channel - Profile & Cross Section
- Mylar sheets - Plan & Profile
- 2 folders containing design information

RECEIVED
STATE HWY ENGR
MAY 24 77
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

RECEIVED
MAY 23 77
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

Plans

We are proposing that the typical road section consist of two (2) twelve foot wide paved travel lanes with gravel shoulders ranging from 4 to 8 feet, depending on right of way limitations. Of course, this requires FHWA concurrence and the same holds for the base design. We will be recommending a 3" asphalt concrete pavement depth over a 6-inch base course of 1½"-0 crushed rock and a 2-inch level course consisting of 3/4"-0 crushed rock.

Many questions are sure to surface on specific aspects of this job and we invite you to contact us at anytime to discuss them.

Lastly, it would be appreciated if a short note of acknowledgement follow this request.

Very truly yours,

John A. Anderson
Director of Public Works

RCJ:lk

cc: Board of Commissioners
Mr. J. H. Versteeg, Road Design Engineer,
State Highway Department

8920

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

COURTHOUSE, SALEM, OREGON 97301

February 9, 1977

REGION 2 ENGINEER
RECEIVED
FEB 14 1977
RE RSE RTE ROE
RLE RSS ROC RFE

Mr. Phillip O. Stearns
Oregon State Highway Division
Region 2 - Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Prefix 224-1995-
Project # OS-2400(6)

RE: Giesy-Yergen, ~~X~~OSR Project
Marion County, Oregon.

Dear Phil:

We are enclosing a Summary Sheet, listing expenditures through December 31, 1976 incurred in preparing Preliminary Engineering data for the subject project. We are billing for reimbursable expenditures of $14,947.41 for the period through December 31, 1976.

Further billings, in not less than two month intervals, will be rendered when due. If further information is required, we shall be happy to supply it.

Very truly yours,

John A. Anderson
Director of Public Works

Robert C. Jurica
Supervising Engineer

RCJ: AA:lk

Enclosure

Approved 2-15-77

8920

OSR
Marion Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Market Rd. No. 8 - County Rd. No. 415 Date July 14, 19 76

Highway Giesy-Yergen (Market Rd. No. 96) Authorization No. 2

County Marion Survey Prefix 224-1995
(Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus is the center line of Market Rd. #8. The easterly terminus is 400' westerly of County Rd. #415. Total project length is 1.57 miles.

RECEIVED
COUNTY & CITY SECTION
JUL 26 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

Purpose of survey: To prepare plans, specifications and cost estimate for grading and paving. This is an off-system project.

Estimate of cost:

Plans	905	200
Field	901	1,500
Citizen Participation	902	200
County	903	29,000
Soils	910	100
Utility	914	100
Proj. Mgt.	920	100
Specifications	921	500
Environmental	923	1,000
Hearings	980	500

08-2400(1)
1/26/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 33,200
Previous authorization	1,000
Additional authorization requested	32,200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: [signature]
for Warren Mueller Field Engineer

Recommended for Approval: [signature]
Regional Engineer

Recommended for Approval: [signature]
Location Engineer

Approved: [signature]
Assistant State Highway Engineer

SP*23004-734

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: Marion County

Type of Federal Funds: Off-Systems

Street or Road: Giesy-Yergen Road F.A. Route No. _____

Section: Champoeg Rd - Case Rd. Length: 1.1 mile

Type of Work Involved:

	Yes	No	
Grading	✓	—	
Paving	✓	—	
Structures	✓*	—	* Steel Multi-Plate Culverts
Signals	—	✓	
Illumination	—	✓	
Railroad Protection	—	✓	
Right-of-Way	—	✓	
Preliminary Engineering	—	✓	
Other: _____	—	✓	

* * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	—	—	$ _____
Right-of-Way	—	—	$ _____
Construction	✓	—	$ 400,000

Remarks: This project has been approved for P.E phase under Off-System Project *OS-2400(1). Construction is anticipated during summer 1977.

RECEIVED
COUNTY & CITY SECTION
JUN 10 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

By Robert Juricz

Title Civil Engineer

Date 6/15/76

RU:sch
5/17/76

8920

OSR Marion Co.

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 5-10-76

Subject: Federal Aid Project No. OS-2400(1)
Project Name Champoeg Rd.-Case Rd. Section
Giesy-Yergen Rd., Off-System Project

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 12th day of May, 1976

County of Marion

Walter R. Keene
Chairman

Harry Carson Jr.
Commissioner

Pat McCarthy
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 18 1976

cc. John Oaks
Jim Dixon

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8920

1-26-76

9

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-2400(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: OS-16

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-26-76	Non Federal-aid	County Road

GENERAL LOCATION:

"Champoeg Rd.-Case Road Section" County Road approximately 4 miles NE of St. Paul

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) All phases of preliminary engineering necessary to obtain a Final Negative Declaration at a total estimated cost of $30,000 - Federal funds $23,400.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-26-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-22-76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-26-76	D. K. Hamm Jr.	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-26-76

BY (Signature): L. W. Rulien's letter of 1-22-76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
16	OS-2400(1)	1.57	430,500	335,790

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Champoeg Road-Case Road Section. Marion County State of Oregon	Preliminary Engineering, Grade, drain, high type pavement

RECEIVED
HWY ENGR
JAN 29 '76
REFER TO
Rulien

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-29-76	SIGNATURE AND TITLE D. K. Hoagnen for L. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

GPO 875-854

8920

PRO-6-2

January 22, 1976

TO: E. L. Green, Division Administrator
Federal Highway Administration

FROM: L. M. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. 05-2400(1)

We are submitting program data for one project, Item No. 16, Project No. 05-2400(1), "Champoeg Rd.-Case Rd. Section", which we desire to have included in the Off-System Roads Program under Section 219 of title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Final Negative Declaration at an estimated total cost of $30,000 with obligation of $28,400 in federal funds.

CL:ms

Encl.

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 22, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., Approx. 4 mi. N.E. of St. Paul	ADT	PRESENT: DHV 35 / 225	FUTURE: 380	YEAR: 96	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Gr., Dr., H.T. pave.	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): OS-	NUMBER: 2400	
CARD 4	CLASS OF FEDERAL FUNDS: (Section 219) Off-System Roads	NAME OF URBAN AREA: ----							COUNTY NAME: Marion	ROUTE NO.	FEDERAL-AID: Non / STATE: Co. Rd.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1												
3					PE		Co. Rd., approximately 4 mi. N.E. of St. Paul	1.57	41,500	32,370	----	9,130 (Co
3					ROW							
3					CONST (CODE) 6201		"Champoeg Rd.-Case Rd. Section"	1.57	389,000	303,420	----	85,580 (
							PROJECT TOTALS	1.57	430,500	335,790	----	94,710 (

REMARKS

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ CONST. ☐ MAINT. ☐ TRAFFIC ☐ RIGHT OF WAY ☐ PLANNING ☐ BRIDGE

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

JAN 26 1976

FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 22, 1976

LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Approx. 4 mi. N.E. of St. Paul		ADT	DHV 35 225	380	96	10	Oregon	41	627	16

typewriter	NATL. FOREST	FH ROUTE NO.	SUFFIX	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	For Prelocate Only POST MI.	DECIMAL
De.								OS-	2400	(1)		

n 219) Off-System Roads

COUNTY NAME: Marion — CODE: 047

ROUTE NO. | FEDERAL-AID: Non | STATE: Co. Rd. | U.S.: ----

PROGRAM STAGE: [ ] 1 OR [X] 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Co. Rd., approximately 4 mi. N.E. of St. Paul	1.57	41,500	32,370	----	9,130(Co.)	P.E., gr., dr., H.T. pave. 2-12' lanes H.T. pave 8' shlders.
	"Champoeg Rd.-Case Rd. Section"	1.57	389,000	303,420	----	85,580 (Co.)	ROW - 80' min.; Access control-none; Parking restrictions-none.
CL	PROJECT TOTALS	1.57	430,500	335,790	----	94,710 (Co.)	

RECEIVED
COUNTY & CITY SECTION
JAN 9 1976

CHAMPOEG RD.-CASE RD. SECTION

PROJECT NO. OS-2400(1)

Existing Facility:

Roadway--1.2 miles is 35-foot gravel surface and 0.27 mile is 20-foot A.C. surface with 3-foot gravel shoulders.
Structures--Champoeg Creek and Case Creek bridges are each 57-foot wooden pile trestle structures with horizontal clearance of 22 feet 6 inches.

Adjacent Sections:

W. End--Two 11-foot A.C. travel lanes with 4-foot gravel shoulders.
E. End--Two 11-foot A.C. travel lanes with 4-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Grade, drain and high-type pave two 12-foot travel lanes with 8-foot gravel shoulders, construct channel changes on Champoeg Creek and Case Creek and install multiplate culverts at the creek crossings.

Note: Preliminary and construction engineering will be performed by Marion County forces with review and contracting by State forces.

Additional Right of Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a Negative Declaration concurred in by FHWA on December 5, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-

(a) F

(b) I

Note:

Data for

Preli

Note: Th

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project

Note: (a) & (b) are based on the fact that this project had progressed beyound the point of location/design approval at the inception of the 1974 Amends to the Federal-Aid Highway Act of 1973.

Data for PR-37:

Preliminary Engineering--Field Work	$30,000
P.S. & E. Preparation	11,500
Total	$41,500

Note: This project is in Congressional District No. 2.

8920 Per assignment RLS 1115.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

January 6, 1976

FILE:

FROM: L. W. Bil[illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Geisey-Yergen Road
Market Road No. 96
Marion County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-significant)

1115-S

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: R. L. Schroeder ✓
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. R. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2: C. O. Fredrickson
District 3: F. T. Lacey

APPROVED
E.S.H.
E. S. Hunter
Date 1-7-76

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | Etc

NOTED
R. L. SCHROEDER

RECEIVED
JAN 13 1976
Office of Assistant State Highway Engineer

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 24, 1975

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Re-evaluation of Project Assessments

Geisey-Yergen Road
Market Rd. No. 96
Marion County

Hoodland Information Center
and Safety Rest Area
Mt. Hood Highway
Clackamas County

TO: G. L. Green, Division Administrator
Federal Highway Administration

Both of the subject project assessments have been re-evaluated pursuant to your non-concurrence of our recommended type of action of non-major. Our evaluation leads us to concur with your recommendation that the subject projects be classified as major actions with non-significant effects requiring the preparation of negative declarations.

GAP:ss

cc: L. W. Rulien

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
FOR

Ben-distribute in this box

CAT. 3 MAJOR NON-SIG.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 5, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project OS-2400(-)
Geisey-Yergen Road
Market Road No. 96
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien

A field review was made on this proposal December 2. It was found that the proposed alinement change at Champoeg and Case Creek will be located quite a distance from the present alinement. The crossings will require a considerable amount of embankment over a possible wetland and will also have an esthetic impact. A complete hydraulic study should be made comparing the use of culverts and bridges. It appeared that the R/W severs a farm. Even though the R/W has been purchased, this may now become a problem.

As these are impacts that have an effect on the environment in this area we recommend a reconsideration be made to change the category to a 3 Major and prepare a negative declaration.

William H. Kappes
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
DEC 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

NOTED
R. L. SCHROEDER

RECEIVED
DEC 19 1975
Office of
Assistant State Highway Engineer

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 10, 1975

A. PROJECT IDENTIFICATION

Name of Project Geisey-Yergen Road (Section) OS-2400(-)

Location of Project Market Road No. 96 (Highway Name) County Road (Highway No., US - ORE)

(City) Marion (County) II (Region)

Program Off-System (Funding) $430,500 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The Marion County Comprehensive Plan, in accord with Resolution 1432 of June 26, 1964, and subsequent resolutions of ~~the~~ Marion County Board of County Commissioners, proposes to ~~improve those~~ county roads running east-west between Fargo Interchange and Highway 219 as a minor arterial, a stretch of over 10 miles. Geisey-Yergen Road is one section of the proposed improvements.

Origin and History: Commencing with Resolution 1432, Marion County Board of County Commissioners passed a series of resolutions which would accomplish the modern road connection between Fargo Interchange and Highway 219, (Continued on page 1a)

C. DESCRIPTION OF PROJECT

Length The section of road will be approximately 8300 feet on Centerline.

Termini East terminus at a point 400 feet west from centerline of the intersection of connecting Road 415. West terminus at intersection with M.R. No. 8.

Alignment ☐ New ☐ Existing ☒ Combined Existing alignment will be followed except for stretches at Champoeg and Case Creeks where new alignment is provided.

CATEGORY 3 PROJECT

~~NON-MAJOR~~ MAJOR NON-SIGNIFICANT

(Form (1) 9-74)

Form (1)WA (2) (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 5, 1975

In reply refer to: 1041DB.2

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As these are impacts that have an effect on the environment in this area we recommend a reconsideration be made to change the category to a 3 Major and prepare a negative declaration.

for G. L. Green

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

PROJECT MANAGEMENT SECTION

Routing	Action	Info
R/W Engineer		
[illegible]		
[illegible]		
County Eng.	DEC 19 1975	
[illegible]		
[illegible]		
Mileage Control		
Proj. Schedule		
Remarks:		

RECEIVED
STATE HWY ENGR
DEC 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
DEC 19 1975
Office of
Assistant State Highway Engineer

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

Origin and History Continued:

following alignment of existing county roads where possible and relocating as required. Work was to be accomplished in 7 increments, annually, subject to budget limitations. This project is increment number 6. Increments number 1 through 5, proceeding westerly from Aurora have been completed or deferred due to budgeting considerations and public reaction. The subject section was officially declared to be included in the FAS Master Plan of the Marion County Planning Commission, with construction comparable to OSHD Class B standards with an 80' right-of-way. Right-of-way for this section was acquired in 1970 after a hearing for consideration of petitions for damages on June 4, 1970.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Twenty (20) parcels of agricultural land totaling 27 acres were acquired in 1970. No more right-of-way will be required.

Typical Section Two (2) A-C paved travel lanes and two (2) gravelled shoulders, constructed comparably to OSHD Class B. Standards.

Structures Two stream crossings, at Champoeg and Case Creek are required. Realignment of the road puts the stream crossing in new locations. (Continued on page 2a)

Characteristics (ADT) 1973 ADT was 1,200 at MP .02 which is .02 mile east of Highway 219 and 1,100 at MP 2.33, which is .02 mile west of the entrance to Champoeg State Park.

Other General Information (or Supplemental information to items) During construction, thru traffic can be detoured around the site on hard surface roads. Access for local residents can be maintained by completing construction of stream crossings before disturbing old alignment and structures. Construction of connections to new sections of road will then be phased in promptly to provide access for the local residents. northerly of the road. The farm located ½ mile easterly of the Market Road No. 8 intersection could also be provided access by staging construction to allow alternate routes to be open.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Public meetings of an informal type during 1969 and early 1970 and the public hearing of February 11, 1970, addressing the question of alternate corridor locations, among others failed to elicit any alternate suggestions.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Structures Continued:

On Champoeg Creek, two multi-plate pipes will be used. Case Creek will be crossed on one multi-plate pipe. Some modification of stream channels will be required to connect to the new structures and drainage pipes will be of limited extent. Approximately 200 lineal feet, in two parts at Champoeg, and segments of about 120-feet of new cut, and 250 to 300 feet of combined new cut and old channel clearing on Case Creek.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area lies in the northerly extreme of the French Prairie area of the Willamette Valley, near the point where the natural drainage lies in deeply incised trenches prior to discharging into the Willamette River. The soils are classified as silt loams or silty clay loams designated as Woodburn types, subclassified according to the slope of the surface, among other distinguishing features in the soil survey of Marion County. The survey was prepared by the U.S.D.A. Soil Conservation Service in cooperation with the Oregon Agricultural Experiment Station. The dominant vegetation is pasture grass with some brushy areas. Upper layers of the soil are classified as ML or CL in the unified system and are an A.A.S.H.O. A-4. The soil is moderately well drained. Local natural waterways provide ample rapid drainage for the immediate locality. Champoeg and Case Creeks are slow meandering streams containing predominantly warm water fish and some cutthroat trout.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use along this section is predominantly agricultural in a rural setting with scattered farms. Some of the area is used for pasture. Steep slopes along the water courses limit the desirability for other usage. Flat areas can be utilized for a variety of crops including some nut trees. Noise and air pollution problems are minimal due to the low population density typical of agricultural usage and the projected traffic density. Utilities along the route are electric power and telephone.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   All right-of-way required was acquired in 1970.

   Consequences:
   Settlement for property acquired and damages to be incurred by the proposed facility was completed in 1970. Implementation of the proposal will remove 27 acres of agricultural land and 1.5 acres of wildlife habitat on the right-of-way already acquired.

2. Estimated Changes in Traffic Patterns:
   Travel on this section is predominantly agricultural. Gravel trucks travelling between I-5 and Highway 219, currently utilize the road passing Champoeg State Park, rather than this section of Geisey-Yergen Road because of the curves.
(Cont. page 4A)

   Consequences:
   Heavy duty and commercial traffic destined for I-5 Freeway and Highway 99E will be diverted from local and recreational routes.

3. Estimated Changes in Land Use:

   None expected from completion of this section.

   Consequences:
   Completion of all sections (those eliminated and/or deterred) would have land use consequences. In the Marion County Comprehensive Plan, industrial, commercial, and residential development of 1,180 persons was planned for the Fargo Interchange because of the suitability of the vicinity for this type of development. (cont. pg. 4A)

4. Expected Adverse Effects on Natural Ecological Resources:
   Wildlife habitat of 1.5 acres will be lost to highway usage from realignment at Champoeg and Case Creeks. Agricultural land totalling 27.4 acres will be lost to highway realignment and right-of-way. Modification of stream channels to connect to the drainage pipes will total approximately 200 lineal feet, (cont. pg. 4A)
   Consequences:
   Loss of wildlife habitat and agricultural land to highway realignment and right-of-way is permanent. Siltation of streams is temporary as a result of construction activities. Measures to trap silt will be employed during construction, and mulching and seeding of slopes will occur upon completion of construction to mitigate this temporary impact.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None identified.

   Consequences:

2. Estimated changes in Traffic Patterns Continued:

Improvement of this section will make it more desirable to use than the Champoeg State Park road, tending to divert gravel trucks and possibly some other traffic to this section. Traffic originating in the west county area routed northward on I-5 or coming south of I-5 with west county destinations, is expected to use this rather than older, longer routes.

Should all sections be completed, additional traffic would be generated on Geisey-Yergen Road because it would be part of a modern east west highway connection between the small towns located in the Fargo Interchange area and the larger town of Newberg.

3. Estimated Changes in Land Use Continued:

Consequences:

Subsequent to public hearings, this proposed development was deleted from the Comprehensive Plan, and planned development limited to auto oriented commercial services. The implementation of an east-west minor arterial terminating at the Fargo Interchange could increase interest to develop (in conformance with the comprehensive plan) at the interchange.

4. Expected Adverse Effects on Natural Ecological Resources Continued:

in two parts at Champoeg Creek, and segments of about 120 feet of new cut and 250-300 feet of combined new cut and old channel clearing on Case Creek.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified for the Geisey-Yergen Road section.

7. Potential for Controversial Issues:

None identified for the Geisey-Yergen Road section.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

CO.

CLACK

BUTTEVILLE

RIVER

CHAMPOEG STATE PARK

NEWELL HOUSE MUSEUM

PROJECT LIMIT

CHAMPOEG CEM.

Butte El. 427

Creek

Cr.

MR 96

DONALD

Pop. 217

Fellers

Ryan

Yergen

PRAIRIE

Champoeg

Murphy

Case

Broadacres

Senecal

RY.

Ct.

West Woodburn

WOODBURN

Pop. 4,800

East

CIVIC

Mill

PACIFIC

HUBBARD MINERAL SPR.

BRONEC RES

KWRC

WOODBURN GOLF COURSE

TRUCK SCALES

ST. LUKE'S CEM

McLAREN SCHOOL FOR BOYS

Fry Ct.

Seven-up

FAS 102

FAS 122

FAS 120

FAS 415

FAS

219

211

5

4.7

4.9

3.8

2.5

2.3

9.0

8920

December 9, 1975

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Attn: T. Harold Tomlinson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5519

Gentlemen:

Attached for your files is a fully executed copy of an Agreement covering an Off-System Road Project on the Shaw-Mehama Road-Gates Road Section of Sisay-Yaquam Road (County Road 36).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

cw
Att.

cc Don Harwell (agreement attached)

8920

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 28, 1975

FROM: Robert H. Prange
for Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Project # OS-2400(1)

County: Marion Section: Champoeg Road-Case Road on Giesy-Yergen Road

Termini: Approximately 5 miles north of the City of Woodburn

Proposed Work: All phases of P.E.-grade, drain, base and pave

Project Length: Approximately 8300 feet

Cost

	Total	Federal	
P.E.			
County	$ 40,000	$ 31,200	$ 8,800
State	1,500	1,170	330
Construction	389,000	303,420	85,580

Existing Facilities: 1.2 miles of gravel roadway 35 feet in width, and 0.37 mile of roadway with 20 feet of A.C. and 3-foot gravel shoulders.

Two wooden trestle bridges each having three-19-foot spans, one has a 23.5 foot roadway, the other a 22.5 foot roadway.

Adjacent Sections:

East End - two-11-foot travel lanes with 4-foot gravel shoulders

West End - Champoeg Road: - two-11-foot bituminous travel lanes with 4-foot gravel shoulders

Project Data: All phases of Preliminary Engineering

Grade, drain, base and pave a roadway 40 feet in width, having two-12-foot A.C. travel lanes and 8-foot gravel shoulders. No footpath. Also install two multiplate pipes, one being 14 feet in diameter and the other being 12 feet in diameter. Marion County will perform the engineering.

Right-of-Way: 80 feet minimum Access Control: none

Railroad Crossing: none

Minimum Design Standards: Design is either equal to or above required standards

System Action: none

yellow copy

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ ME
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Route Data: This is a farm-to-market road, and is a mail and school bus route.

Public Hearing: 11/2/70

Environmental Assessment:

Park and Recreation Area Affected: none in area

Relocation Assistance: no one moved

Social, Economic and Environmental Effects Considered: yes

Approved by D.O.T.: 7/30/75

ADT: 225 present DHV: 35
(It is anticipated that there will be a substantial increase in the traffic volume on this section after this project is completed)

HR:dp

Attachments

8920

Hold

MARION COUNTY
DEPARTMENT OF PUBLIC WORKS

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE
588-5036

COURTHOUSE, SALEM, OREGON 97301

October 15, 1975

REGION 2 ENGINEER
RECEIVED
OCT 16 1975
RE RCE RME RTE ROE
UTE GEO RSO ROC AFE

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

As requested for programming, we are enclosing a breakdown of P.E. costs on the Giesy-Yergen Road Project. The amount is estimated to be $40,000, which is about 9.3% of the total allocation.

If any queries arise, please contact our office.

Very truly yours,

John A. Anderson
Director of Public Works

JAA:RJ:lk

cc: Walt Heine

RECEIVED
COUNTY & CITY SECTION
OCT 21 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

PRELIMINARY ENGINEERING ESTIMATE

MARKET ROAD NO.96 (Giesy-Yergen Rd.)

SURVEYS					
Survey Crew	- 600 hours	@	$ 7.00/hr	=	$ 4,200
Equipment	-			=	500
Surveyor	- 100 hours	@	$10.00/hr	=	1,000
Draftsman	- 150 hours	@	$ 7.00/hr	=	1,050
TESTING					
Soils & Geology				=	2,000
DESIGN					
Engineering	- 250 hours	@	$10.00/hr	=	2,500
Draftsman	- 200 hours	@	$ 7.00/hr	=	1,400
Graphics				=	800
Specifications & Estimates				=	1,000
ADMINISTRATION					
Staff	- 600 hours	@	$10.00/hr	=	6,000
HEARINGS					
All				=	1,500
FEES					
Outside Services				=	3,000
					$24,950
OTHER					
Contingent Legal Costs				"say"	$15,000
				TOTAL =	$40,000

8920

OSR
Marion Co

Form 81-734-2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 10, 1975

FILE: LEG 7-4-7
(Marion Cty.)

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Project Agreement
Giesy-Yergen Road
Marion County

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is one copy of subject agreement and a letter from Frank McKinney, Marion County Legal Counsel.

Mr. McKinney returned the agreement unsigned because of the "hold harmless" clause under RECITALS, and some spelling errors.

The spelling errors I can correct, but as for a legal determination on the "hold harmless" clause, I am submitting Mr. McKinney's letter to you for appropriate action.

POS/db
Attach.

Marion

RECEIVED
COUNTY & CITY SECTION
OCT 13 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ BE
☐ BPE ☐ CE ☒ RE ☒ RPE ☐

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
PAT McCARTHY, Chairman
WALTER R. HEINE
HARRY CARSON, Jr.

EXECUTIVE SECRETARY
BRUCE PROSSER

LEGAL COUNSEL
FRANK C. McKINNEY

TELEPHONE 588-5212
AREA CODE 503

October 2, 1975

REGION 2 ENGINEER
RECEIVED
OCT 06 1975
RE RCE RME RTE ROE
ULE GEO RSO RCC AFE

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Re: Giesy-Yergen Road
(Market Road 96) Agreement

Dear Mr. Stearns:

On September 30 the Marion County Board of Commissioners, during its regular business meeting, considered the above-mentioned agreement which you had forwarded to Mr. John Anderson, Director of Public Works, on September 22, 1975. The Board forwarded the agreement to me for review, and for the following reasons I am unable to recommend that it be executed in its present form.

First, paragraph 3 under General Provisions provides that the county shall hold the State, its employees, agents, etc. harmless from any liability arising from the performance except for direct negligence by the State. Under Section 10, Article XI of the Oregon Constitution, no county can create any debt or liability which shall singularly or in aggregate exceed the sum of $5,000. Whenever a public body signs a hold harmless clause, there is no limit on their liability, hence, there would be a violation of the above-mentioned section.

The State of Oregon is in the same situation under Section 7, Article XI, except that their debts or liabilities cannot exceed the sum of $50,000. There have been Attorney General Opinions supporting this position.

The county and the State, of course, can purchase liability insurance, and the county presently has in force liability and property damage insurance to cover the Tort Claims Act as set forth in ORS 30.270. If, therefore, you will have the above-mentioned paragraph 3 changed to provide that the local agency shall carry public liability and property damage as provided in ORS 30.270, I believe it would solve our problem.

The second item, while rather small, is that in line two of paragraph 2 under Recitals; it reads in part as follows: "Title 23, U.S.C., entitled "Highways" forvide for, amont other things..." (underscoring supplied). While not the best grammarian in the world, I don't know the exact meaning of the above-underscored words.

Due to the above reasons, I am returning herewith the three copies you forwarded to Mr. Anderson. In the event you have any questions concerning this matter, please advise.

Yours very truly,

Frank

Frank C. McKinney
Marion County Legal Counsel

FCM:ht

Enclosures

cc: Larry W. Rulien
Donald Harwell
Jack Sollis
John Anderson

8920

Form E-50 (Rev. 8-71)

DIST. 3
OSR
Marion

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Market Rd. No. 8 - County Rd. No. 415 Date 9 - 23 - 1975

Highway Giesy - Yergen (Market Rd. No. 96) Authorization No. 1

County Marion Survey Prefix 224-1995
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the center line of Market Rd. # 8.
The easterly terminus is 400' westerly of County Rd. # 415.
Total project length is 1.57 miles.

RECEIVED
COUNTY & CITY SECTION
JAN 8 1976
ENGR. COOR. OE AE UC
OPS OE RE RPE

Purpose of survey: To prepare plans, specifications, and cost estimate for the grading and paving work. This is an off system project.

OS-2400(1)

Estimate of cost:

Field	901	100
Plans	905	200
Utilities	914	100
Proj. Mgt	920	100
Specifications	921	500

Appd Programmed $1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $1,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

James E. Chaney, Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Victor D. Noyle, Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-7M

OS

OFFICE ENGINEERING SECTION
P. E. APPR. 1-26-76
FED. AID OS STATE

8920

CSR
Marion Co

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 24, 1975

FILE: LEG 7-4-7

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Revised Project Request
Off-System Program
Marion County

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is the revised project request and assessment for the Giesy-Yergen Road project in Marion County. I have also included Mr. Axford's transmittal letter for explanation of the revision.

The request seems reasonable and I recommend approval of the revised project.

✓

#430,500

Geo. H. said to see if this could not be done since the charge was so early

POS/lss

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☒ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ HE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

LEG 7-47

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

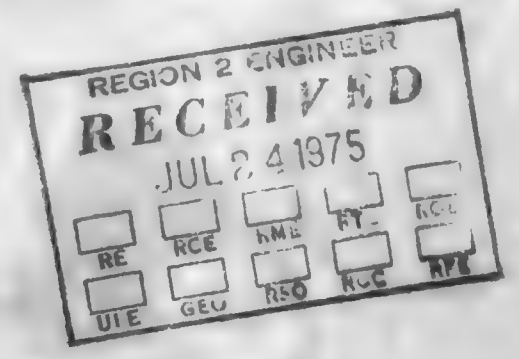
GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

July 23, 1975



Mr. Phil Stearns
ODOT - OSHD Federal Aid Engineer
R/W Branch
State Highway Building
Salem, Oregon 97310

Dear Phil:

We have revised the limits of the Giesey-Yergen Road Project, applied for under the Off-Systems Provisions. Revised County Off-Systems Project Request and Project Environmental Assessment, for (1) 9-74, are enclosed.

The additional length of road construction was beyond the budgetary capability of the County at the time of the original request. The revised length of project will enable completion of Section Six (6) outlined in the original overall project authorized by the Board of County Commissioners.

Completion of the project to the intersection with Market Road No. 8, will avoid the undesirable consequences, traffic and safety wise, of suddenly varying road widths and characteristics between logical terminal points in the system.

Very truly yours,

Allin Axford

Allin Axford
Department of Public Works

AA:lk

Enclosure

CC: John A. Anderson
CC: R.W. Rulien

Off System

REVISED COUNTY ROAD ~~FAS~~ PROJECT REQUEST

Name of County Marion ~~FAS No.~~ Off System Date July 23, 1975

County Road Name Giesy-Yergen

Section Name

Type of Project Grade and pave

Location of Project (Attach sketch map)

ADT Design Speed Legal

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes ____ No X

Will County hire consultant for this project? Yes ____ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 24'

2. Shoulders: Type Gravel (AC, Pug Cold Mix, Oil Mat) Width Each Side 8' Total Top Width 40'

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use X
Sparse population X Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No____

14. Will County adjust structure to additional width? Yes____ No____

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No X

17. Does County wish sight posts installed? Yes____ No X

18. Does County wish State to permanently stripe project? Yes____ No X

19. Will County do striping? Yes X No____

20. Does County wish guardrail installed? Yes____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes X No____
By seeding and mulching Yes X No____
By rock blanket Yes____ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No____ (partiall

23. Can through traffic be detoured? Yes X No____

24. Must new detour be constructed? Yes____ No X

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes X No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No X

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I: See attached memo. County will provide structural plate pipe for two creek crossings.

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes__X__ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes__X__ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 170' Minimum 80'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County?
   Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions?
   Yes____ No X

7. Is there any merchantable timber on right-of-way?
   Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: Power - P.G.E.
    Telephone - Aurora and St. Paul

13. Are utilities on existing right-of-way by permit X or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 430,500 _____

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes X No _____
   Amount _____

4. Date match money is available Now

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: April, 1976

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Pat McCarthy
County Judge or Comm. Chairman

By William A. Jenkins
County Commissioner

By _____
County Commissioner

_____
O.S.H.D. Field Engineer

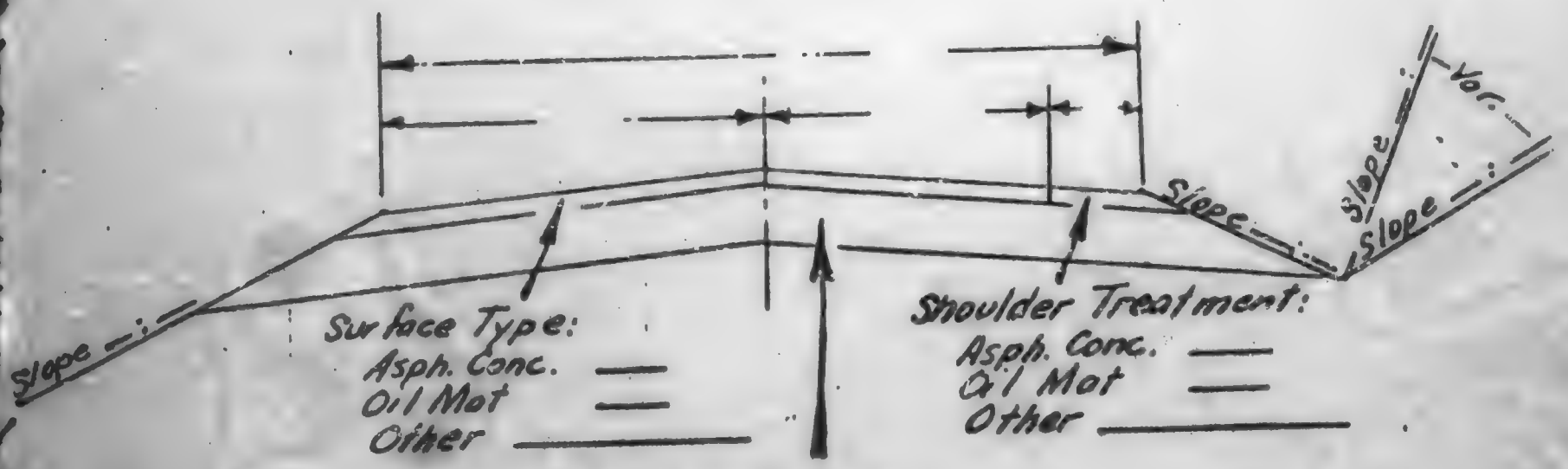
By Lee C. Hutson
County Engineer or Roadmaster

Date _____

County Marion

Date May 22, 1975

TYPICAL SECTION



Type of Base:
Pit or Quarry Run
Crushed Stone
Asph. Treated
Cement Treated

No. of Lanes
Lane Width
Shoulder Width or Shy Dist. from Curb
Median Width
Total Width between Curbs

Foot paths:
Asph. Conc.
Gravel

Curbs:
Type "C"
Curb & Gutter
Other

OSR
Marion Co

RECEIVED
COUNTY & CITY SECTION
SEP 23 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 23, 1975

A. PROJECT IDENTIFICATION

Name of Project GEISEY - YERGEN ROAD (Section)

Location of Project MARKET ROAD NO. 96 (Highway Name) COUNTY ROAD (Highway No., US - ORE)

(City) MARION (County) 2 (Region)

Program OFF-SYSTEM (Funding) $ 430,500 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is consumation of the construction relocation and alteration of certain roads in Marion County in accordance with various resolutions by the Board of Commissioners of Marion County, beginning with Resolution No. 1432 of 26 June, 1964 and subsequent resolutions.

Origin and History: Resolution No. 1432 of 26 June, 1964 by the Marion County Board of County Commissioners established the subject road as a necessary and desirable element in the Marion County transportation network. It was officially declared to be
(SEE ATTACHMENT No. 1 FOR CONTINUED ORIGIN AND HISTORY)

C. DESCRIPTION OF PROJECT

Length The section of road will be approximately 8300 feet on Centerline.

Termini East terminus at a point 400 feet west from centerline of the intersection of connecting Road 415. West terminus at intersection with M.R. No. 8.

Alignment ☐ New ☐ Existing ☒ Combined Initially, improvement of this road, in accordance with Board of County Commissioner's Resolutions followed existing alignment of C.R. No. 427, C.R. No.425, C.R. No. 405, C.R. No. 415 and M.R. No. 61 where possible and realigning and relocating as required to accomplish a modern road connection approximately ten (10) miles in length between the Fargo Interchange on I-5 and State Secondary Highway 219. Approximately 8300 feet of highway is a link in the authorized road.

HISTORY AND ORIGIN: (CONTINUED)

included in FAS Master Plan of the Marion County Planning Commission. Construction was to be comparable to " O.S.H.D. Class B Standards, constructed on a minimum 80 foot Right-of-Way." Resolution No. 1589 of 7 January, 1970 ordered the alteration, relocation and widening of the road, including necessary acquisition of right-of-way, setting 11 February, 1970 as the time for a public hearing for protests and remonstrances.

A suggested schedule of proceedings was included, covering eight proceedings to be accomplished by August or September of 1970, including a hearing for consideration of petitions for damages on 4 June, 1970, with provisions for continuation to 1 July, if required. Right-of-way was acquired during 1970 for construction of the length of road described in Resolution No. 1432.

The initial Resolution carried a Statement of Intent to accomplish the work in seven increments, annually, and/or subject to budget limitations. This project is Increment No. 6, identified in Resolution No. 1432. Increments No's. 1 through 5, consisting of grading, realignment and paving of segments of highway, proceeding Westerly from Aurora have been completed or deferred due to budgeting considerations and public reaction.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Twenty (20) parcels of agricultural land totaling 27.415 acres were acquired in 1970. No more R/W will be required.

Typical Section Two (2) 12-foot wide A-C paved travel lanes and two (2) 8-foot wide gravelled shoulders, constructed comparably to O.S.H.D. Class B. Standards.

Structures Two stream crossings, at Champoeg and Case Creek are required. Realignment of the road puts the stream crossings in new locations. On Champoeg Creek, two (2) 14-foot diameter multi-plate pipes will be used. Case Creek will be crossed on a 12-foot diameter multi-plate pipe. (SEE ATTACHMENT - Pg. 2-A)

Characteristics (ADT) Estimated 225 Units per day, combined automobile and truck traffic including a preponderance of agricultural traffic.

Other General Information (or Supplemental information to items) During construction, thru traffic can be detoured around the site on hard surfaced roads. Access for local residents can be maintained by completing construction of stream crossings before disturbing old alignment and structures. Construction of connections to new sections of road will then be phased in promptly to provide access for the local residents , Northerly of the road. The farm located ½ mile Easterly of the Market Road No. 8 intersection could also be provided access by staging construction to allow alternate routes to be open.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Public meetings of an informal type during 1969 and early 1970 and the public hearing of 11 February, 1970, addressing the question of alternate corridor locations, among others failed to elicit any alternate suggestions.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

STRUCTURES: (continued) - Some modification of stream channels will be required to connect to the new structures and drainage pipes will be of limited extent. Approximately 200 lineal feet - in two parts at Champoeg and segments of about 120-feet of new cut and 250 to 300 feet of combined new cut and old channel clearing on Case Creek.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area lies in the Northerly extreme of the French Prairie area of the Willamette Valley, near the point where the natural drainage lies in deeply incised trenches prior to discharging into the Willamette River. The soils are classified as silt loams or silty clay loams designated as Woodburn types, subclassified according to the slope of the surface, among other distinguishing features in the soil survey of Marion County. The survey was prepared by the U.S.D.A. Soil Conservation Service in cooperation with the Oregon Agricultural Experiment Station. The dominant vegetation is pasture grass with some brushy areas. Upper layers of the soil are classified as ML or CL in the unified system and are an A.A.S.H.O. A-4. The soil is moderately well drained. Local natural waterways provide ample rapid drainage for the immediate locality.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Some of the area is used for pasture. Steep slopes along the water courses limit the desirability for other usage. Flat areas can be utilized for a variety of crops including some nut trees. Noise and air pollution problems are minimal due to the low population density typical of agricultural usage and the projected traffic density, totaling little more than 1% of D.E.Q. warrants for pollution evaluation. Utilities along the route are electric power and telephone.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: All right-of-way required was acquired in 1970.

   Consequences:

2. Estimated Changes in Traffic Patterns: Traffic patterns would tend to be modified to the extent that the public would make increased use of this route when the undesirable number of curves have been eliminated. Some decrease in traffic on the road passing Champoeg Park, which is part of Market Road No. 12 and connecting Road No. 414 can be expected. Traffic originating in the West county area routed Northward

(SEE ATTACH) (Page 4-A)

   Consequences:
   Heavy duty and commercial traffic destined for I-5 Freeway and Highway 99E, will be diverted from recreational and local traffic routes.

3. Estimated Changes in Land Use: None expected to result from road improvement.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Some wildlife habitat of somewhat less than 1½ acres will be diverted to highway usage. During construction, prior to completion of mulching and seeding for control, some siltation of streams could occur.

   Consequences: Construction impacts are temporary and will be offset by rigorous control measures. The wildlife displaced from the area during construction will be replaced in time, in some instances by different species. Some siltation of the creeks during construction. Prompt remulching of cut and fill slopes will be employed to eliminate short term erosion. Treatment of the areas of slopes to trap silt

(SEE ATTACH. (4 -A.)

5. Expected Adverse Effects on Cultural and Scenic Resources: None identified.

   Consequences:

PAGE 4-A (continued) - on I-5, or coming South on I-5 with West county destinations, is expected to use this rather than older, longer routes.

NO. 2 — Traffic volume on older roads is expected to stabilize at approximately current levels in a relatively short time after the new facility is opened.

NO. 4 — washed down before it reaches the stream will greatly minimize sedimentation, modification of stream channels to connect to the drainage pipes will be of limited extent, totaling approximately 200 lineal feet - in two parts at Champoeg and segments of about 120-feet of new cut and 250 to 300 feet of combined new cut and old channel clearing on Case Creek. Immediately following completion, project areas will be seeded.

6. Preliminary Identification of Areas of Critical Environmental Concern:
None identified in the preliminary environmental research.

7. Potential for Controversial Issues: None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

AREA 2-A

R2W

R1W

CLACKAMAS CO.

To Newberg

FAS 102

RIVER

FAS 122

FAS 128

CHAMPOEG STATE PARK

NEWELL HOUSE MUSEUM

BUTTEVILLE

La Butte El. 427

Fargo

219

4.7

Creek

PROJECT LIMITS

CHAMPOEG CEM.

Ct. Creek

MR 96

YESHERS - GERLEY

PRAIRIE

MR 8

Champoeg Creek

CR 415

Yergen Creek

Ryan Ct.

DONALD

Pop. 217

FAS 128

PAUL

Pop. 250

FAS 102

Fellers

9.0

Fry Ct.

Seven-up

HUBBARD MINERAL SPR.

Murphy

4.9

Broadacres

Case Ct.

RY.

Seneca

36

31

5

KWRC

BRONEC RES.

Creek

Bear Cr.

214

WOODBURN GOLF COURSE

3.8

TRUCK SCALES

West Woodburn

Champoeg

East

CTRIC

ST. LUKES CEM.

Mill

PACIFIC

2.3

MacLAREN SCHOOL FOR BOYS

211

2.6

2.5

1.3

WOODBURN

Pop. 4,800

COUNTY

R2W

CLACKAMAS

BUTTEVILLE

BUTTEVILLE RD.

BUTTEVILLE (SCHULTZ RD.)

MEADOW DR

BUTTEVILLE (EAST BUT

FARGO RD.

FARGO

WESTON (QUINN RD.)

CHAMPOEG RD.

YERGENS CORNER

JETTE CT.

BELL RD.

LEAVY RD.

FARGO (FARGO STUB RD)

MC KAY ROAD

1114 CHAMPOEG CEMETERY RD.

BUYSERIE RD.

GIESY RD.

YERGENS RD.

DONALD

DUKE RD.

CHAMPOEG RD

CASE RD

ST. PAUL

MAIN ST.

HILLSBORO - HUBBARD - BROADACRES

FELLERS

I.H. MILLER RD.

WISEACRE RD.

FERRY

HUBBARD BOONES RD.

IDSON RD.

GROH RD.

WCOMER RD.

KUENSTING RD.

BROADACRES

ARBOR GROVE

KINNS RD.

JOHNSTON

WOODBURN

HOVENDEN RD.

GRANT JONES RD.

BOONES

HUBBARD RD.

SLEEPY HOLLOW RD.

CROSBY

SILVERTON

LEARY RD.

WHITNEY RD.

Jones Rd.

CARL -

ZUMSTEIN RD.

Neil Rd.

MACLAREN SCI

WOODBURN HWY

VANDERBECK-NEHL RD

MEADOW LN

COOLEY RD.

HARDCASTLE RD.

E. LINCOLN RD. (WITHAM RD.)

WOLF RD.

WEST RD.)

LEBRUN

GERVAIS RD.

AURORA-

FWY

FR RD #3

FR RD #4

OLMSTEAD RD.

MATHIEUS RD.

ROAD

FR RD

HWY

RD

TELEPHONE 364-4401 EXT. 60
A. D. GRAHAM
MARION COUNTY SURVEYOR
SALEM, OREGON

May 20, 1975

Memo: Market Road No. 96

That portion of Market Road No. 96 proposed for construction is necessitated by the need to replace two bridges on the present alignment.

The proposed new route will also provide a modern road eliminating several extremely sharp curves and grade problems.

The portion proposed for improvement is but a small part of an important east to west connector route beginning with the Pacific Highway, U.S. 99-East, at Aurora and proceeding in a generally westerly direction.

Between Aurora and the Donald-Aurora interchange on Interstate 5, three county market roads and one state secondary are intersected.

Proceeding westerly from the Aurora-Donald interchange on Interstate 5 to the terminus on state secondary highway No. 219 about 1.75 miles south of the Newberg Bridge, three county market roads and two county roads would be intersected.

In short, a very convenient connector would be afforded between the U.S. 99-East, Interstate No. 5 and the U.S. 99 West, together with the county roads mentioned.

Right of way was acquired in 1970 for the portion under consideration by the resolution method as prescribed by law at that time and all claims for damages have been paid in full.

Respectfully,

A. D. Graham

A. D. Graham
Marion County Surveyor

LOCATION OF PROPOSED WORK

CLACKAMAS

BUTTE

RIVER

AURORA FLIGHT STRIP

AURORA

HUBBARD

DONALD

PUDDING

MT ANGEL

BUTTEVILLE

NORTH BARLOW

SOUTH BARLOW

WOODBURN

WEST WOODBURN

ST LOUIS

GERVAIS

BROWNS STATE FARM

BENSON GRIGGS

ST PAUL

WILLAMETTE

COUNTY

RIVER

YAMHILL

R 1 W

R 2 W

R 3 W

8920

9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JUL 30 1975
4g

SUBJECT **Proposed Off-System Roads Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the projects is ~~$193,600.~~ 105,000.

OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

Omit

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

Omit

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

The total estimated cost of these projects is ~~$3,392,800~~ 3,104,800 of which ~~$2,646,384~~ 2,421,744 will be federal costs and ~~$746,416~~ 683,056 will be the responsibility of the local agencies. There will be no cost to the State.

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulfen
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

MARION COUNTY
Proposed OSR Project

Project No. OS-2400(1)
Giesy-Yergen Road, Champoeg Road-Case Road Section
Estimated $325,000

Grade, drain, base and pave a roadway having two 12-foot travel lanes and 8-foot gravel shoulders. County will make survey, plans, award contract and perform construction engineering. There is no additional right-of-way required.

7
75-a
7/17/75

PROPOSED "OSR" PROJECT
MARION County

COUNTY
R2W
CLACKAMAS
BUTTEVILLE
BELL RD.
YERGENS CORNER
508
CHAMPOEG RD.
3500
984
JETTE CT.
WESTON RD.
(QUINN RD.)
520
511
1114
CHAMPOEG CEMETERY RD.
MC KAY ROAD
512
BUYSERIE RD.
519
510 RD.
DUKE RD.
509
596
513
CASE RD.
ST. PAUL
MAIN ST.
HILLSBORO - HUBBARD - BROADACRES
550
504
IDSON RD.
558
566
GROH RD.
WCOMER RD.
559
KINNS RD.
557
ARBOR GROVE
512
KUENTING RD.
553
CASE RD.
3199
514 RD.
3136
3450
549
WISEACRE RD.
548
BROADACRES
636
501
WOODBURN-
1188
HOVENDEN RD.
FR RD.
FR RD.
1
560
BOONES
GRANT JONES RD.
572
554
555
SLEEPY HOLLOW RD.
979
W. WOODBURN
JOHNSTON
CROSBY RD.
556
643
SILVERTON
140
219
214
567
LEARY RD.
818
811
809
WHITNEY RD.
HUBBARD RD
571
1112
MEADO
524
1111
Jones Rd.
CARL -
1E
3501
MACLAREN SC
978
ZUMSTEIN RD.
Neil Rd.
1370
3428
977
WOODBURN HWY.
VANDERBECK-NEHL RD
501
WOLF RD
568
922
902
955
529
GERVAIS RD
855
WEST RD.)
638
LEBRUN
639
WOODBURN RD.
640
RD
HWY.
COOLEY RD
584
1586
MEADOW LN
612
HARDCASTLE RD
E. LINCOLN RD
(WITHAM RD.)
590
BUTTEVILLE RD
614
613
BUTTEVILLE (SCHULTZ RD.)
MEADOW DR
500
BUTTEVILLE (EAST BUT
986
503
FARGO RD.)
F1
502
526
FARGO (FARGO STUB RD)
528
531
LEAVY RD.
591
1145
BUTTEVILLE RD
GIESY RD.
YERGENS RD.
532
DONALD
5
FWY.
FR.RD.#3
535
AURORA-DONALD
731
CRAN
501
Mathieus Rd.
3409
FELLERS
TH MILLER RD.
593
1124
OLMSTEAD RD
635
FR.RD.#4
544 ROAD
546
547
545
FERRY
HUBBARD
BOONES RD.
523
1231
1021
1
FR RD.
FR RD.
550
BROADACRES
514
RD.
CASE RD.
3199
3136
3450
549
WISEACRE RD.
548
545
546
547
544 ROAD
FERRY
HUBBARD
BOONES RD.
523
1231
1021
1
FR RD.
FR RD.
550
BROADACRES
636
501
WOODBURN-
1188
HOVENDEN RD.
560
BOONES
GRANT JONES RD.
572
554
555
SLEEPY HOLLOW RD.
979
W. WOODBURN
JOHNSTON
CROSBY RD.
556
643
SILVERTON
140
219
214
567
LEARY RD.
818
811
809
WHITNEY RD.
HUBBARD RD
571
1112
MEADO
524
1111
Jones Rd.
CARL -
1E
3501
MACLAREN SC
978
ZUMSTEIN RD.
Neil Rd.
1370
3428
977
WOODBURN HWY.
VANDERBECK-NEHL RD
501
WOLF RD
568
922
902
955
529
GERVAIS RD
855
WEST RD.)
638
LEBRUN
639
WOODBURN RD.
640
RD
HWY.
COOLEY RD
584
1586
MEADOW LN
612
HARDCASTLE RD
E. LINCOLN RD
(WITHAM RD.)
590

8920

OSP
Marion Co

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 2, 1975

Salem, Oregon

FILE: LEG 7-4-7
(Marion Co.)

OS-2400(1)

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Off-System Project
Giesy-Yergen Road
Marion County

TO: D. N. Harwell
COUNTY-CITY ENGINEER

ATTN: Robert H Prange
RURAL ENGINEER

Returned herewith is the Project Request for subject project and the Environmental Assessment you requested.

Al Axford is working on the documentation for qualifying to perform construction engineering. This will be submitted to you upon receipt.

POS/dea
Attach.

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Project # 05-2400(1)

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 30, 1975

A. PROJECT IDENTIFICATION

Name of Project GEISEY - YERGEN ROAD (Section)

Location of Project MARKET ROAD NUMBER 96 (Highway Name) (Highway No., US - ORE)

(City) MARION (County) 2 (Region)

Program FAS (Funding) $ 375,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is consumation of the construction relocation and alteration of certain roads in Marion County in accordance with various resolutions by the Board of Commissioners of Marion County, beginning with Resolution No. 1432 of 26 June, 1964 and subsequent resolutions.

Origin and History: Resolution No. 1432 of 26 June, 1964 by the Marion County Board of County Commissioners established the subject road as a necessary and desirable element in the Marion County transportation network. It was officially declared to be
(SEE ATTACHMENT No. 1 FOR CONTINUED ORIGIN AND HISTORY)

C. DESCRIPTION OF PROJECT

Length The section of road will be approximately 5990 feet on Centerline.

Termini Engineering station 104 + 00, approximately ¼ mile Easterly of the closest point on Case Creek and M.R. No. 8.

Alignment ☐ New ☐ Existing ☒ Combined Initially, improvement of this road, in accordance with Board of County Commissioner's Resolutions followed existing alignment of C.R. No. 427, C.R. No. 425, C.R. No. 405, C.R. No. 415 and M.R. No. 61 where possible and realigning and relocating as required to accomplish a modern road connection approximately ten (10) miles in length between the Fargo Interchange on I-5 and State Secondary Highway 219. This approximately 5900 feet of highway is a link in the authorized road.

HISTORY AND ORIGIN: (CONTINUED)

included in FAS Master Plan of the Marion County Planning Commission. Construction was to be comparable to " O.S.H.D. Class B Standards, constructed on a minimum 80 foot Right-of-Way." Resolution No. 1589 of 7 January, 1970 ordered the alteration, relocation and widening of the road, including necessary acquisition of right-of-way, setting 11 February, 1970 as the time for a public hearing for protests and remonstrances.

A suggested schedule of proceedings was included, covering eight proceedings to be accomplished by August or September of 1970, including a hearing for consideration of petitions for damages on 4 June, 1970, with provisions for continuation to 1 July, if required. Right-of-way was acquired during 1970 for construction of the length of road described in Resolution No. 1432.

The initial Resolution carried a Statement of Intent to accomplish the work in seven increments, annually, and/or subject to budget limitations. This project is Increment No. 6, identified in Resolution No. 1432. Increments No's. 1 through 5, consisting of grading, realignment and paving of segments of highway, proceeding Westerly from Aurora have been completed.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 27,415 acres, more or less. 20 Parcels of agricultural land were acquired in 1970 for M.R. No. 96, of which this project is a part.

Typical Section Two (2) 12 foot wide A-C paved travel lanes and two (2) 8 foot wide gravelled shoulders, constructed comparably to O.S.H.D. Class B Standards.

Structures NONE

Characteristics (ADT) Estimated 225 Units per day, combined automobile and truck traffic including a preponderance of agricultural traffic.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Public meetings of an informal type during 1969 and early 1970 and the public hearing of 11 February, 1970, addressing the question of alternate corridor locations, among others failed to elicit any alternate suggestions.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area lies in the Northerly extreme of the French Prairie area of the Willamette Valley, near the point where the natural drainage lies in deeply incised trenches prior to discharging into the Willamette River. The soils are classified as silt loams or silty clay loams designated as Woodburn types, subclassified according to the slope of the surface, among other distinguishing features in the soil survey of Marion County. The survey was prepared by the U.S.D.A. Soil Conservation Service in Cooperation with the Oregon Agricultural Experiment Station. The dominant vegetation is pasture grass with some brushy areas. Upper layers of the soil are classified as ML or CL in the unified system and are an A.A.S.H.O. A-4. The soil is moderately well drained. Local natural waterways provide ample rapid drainage for the immediate locality.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Some of the area is used for pasture. Steep slopes along the water courses limit the desirability for other usage. Flat areas can be utilized for a variety of crops including some nut trees. Noise and air pollution problems are minimal due to the low population density typical of agricultural usage and the projected traffic density, totaling little more than 1% of D.E.Q. warrants for pollution evaluation. Utilities along the route are electric power and telephone.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Right-of-way was acquired in 1970.

   Consequences:

2. Estimated Changes in Traffic Patterns: Traffic patterns would tend to be modified to the extent that the public would make increased use of this route when the undesirable number of curves have been eliminated.

   Consequences:

3. Estimated Changes in Land Use: NONE

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: NONE

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: NONE

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: NONE. The area has been adapted to agricultural usage for many years, of a type compatible with clean environments.

7. Potential for Controversial Issues: None have been identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

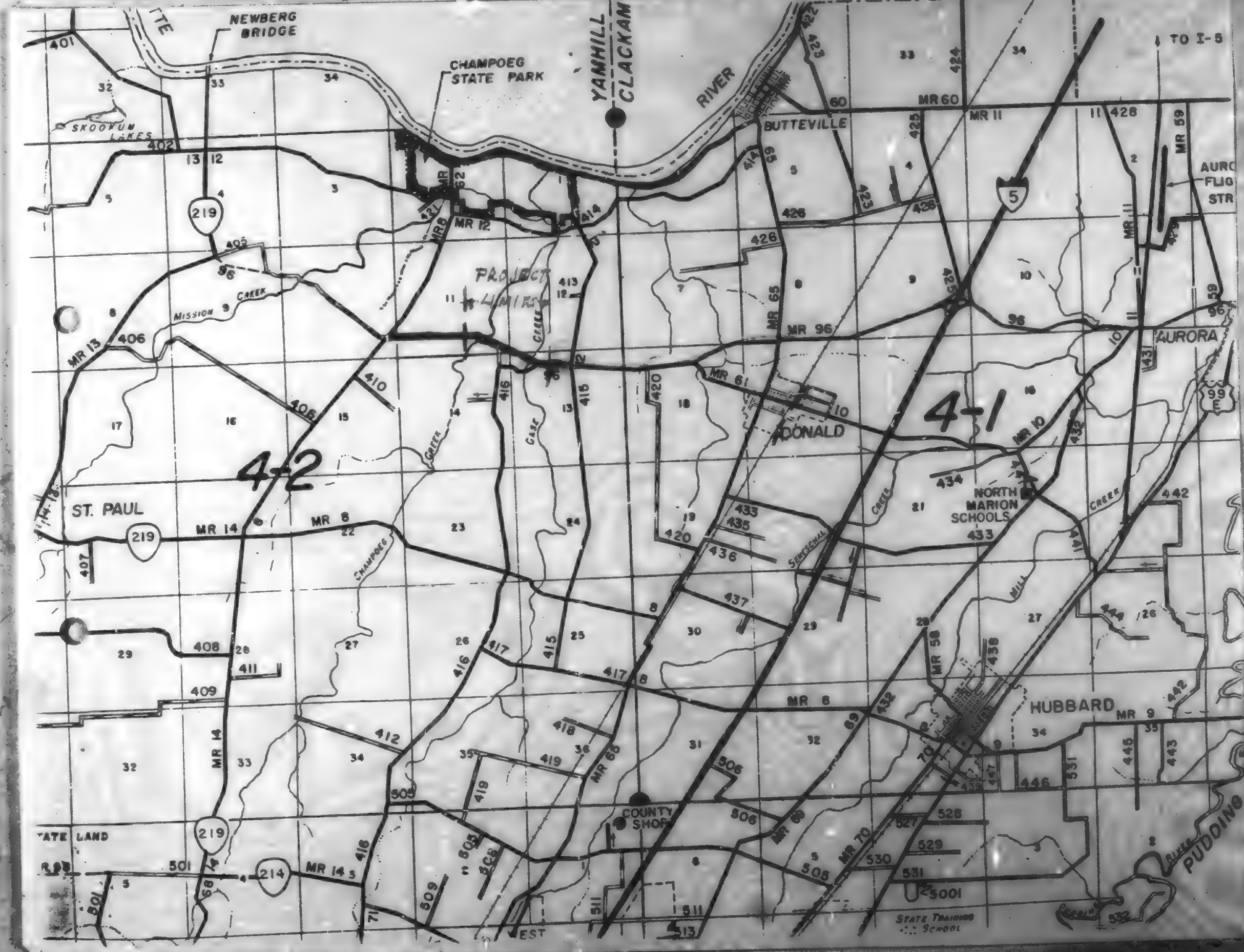
Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____


NEWBERG BRIDGE
CHAMPOEG STATE PARK
YAMHILL
CLACKAMAS
RIVER
TO I-5
SKOOKUM LAKES
BUTTEVILLE
MR 60
MR 11
MR 59
AURORA
FLIGHT STR
MR 12
MR 8
PROJECT LIMITS
MR 96
MR 65
MR 61
MR 13
MISSION CREEK
MR 10
MR 14
ST. PAUL
MR 9
HUBBARD
NORTH MARION SCHOOLS
COUNTY SHOP
STATE TRAINING SCHOOL
PUDDING RIVER
4-1
4-2
219
5
99E

Project # 05-2406(1)

Off System
COUNTY ROAD ~~FAS~~ PROJECT REQUEST

Name of County Marion ~~FAS No.~~ Off System Date 5-20-75
County Road Name Giesy-Yergen
Section Name
Type of Project Grade and pave
Location of Project (Attach sketch map)
ADT Design Speed Legal

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC Total Travel Width 24'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side 8'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 40'

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs

RECEIVED
COUNTY & CITY SECTION
MAY 23 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

This was approved by Central Transportation

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use X
Sparse population X Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No 4
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No X

17. Does County wish sight posts installed? Yes_____ No X

18. Does County wish State to permanently stripe project? Yes_____ No X

19. Will County do striping? Yes X No_____

20. Does County wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes X No_____
By seeding and mulching Yes X No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____ (partially

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes X No____

28. Will Contractor sign project outside work area during construction?
Yes____ No X

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I: See attached memo. County will provide structural plate pipe for two creek crossings.

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes X No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes X No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 170' Minimum 80'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions?
Yes____ No X

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Power - P.G.E.
Telephone - Aurora and St. Paul

13. Are utilities on existing right-of-way by permit X or
by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry_____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 325,000

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes X No_____
   Amount_____

4. Date match money is available Now

5. Will there be any 100% County money? Yes_____ No_____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: April, 1976

Remarks, re Section VI_____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Pat McCarthy
County Judge or Comm. Chairman

By Willard L Deede
County Commissioner

By _____
County Commissioner

By John A Anderson
County Engineer or Roadmaster

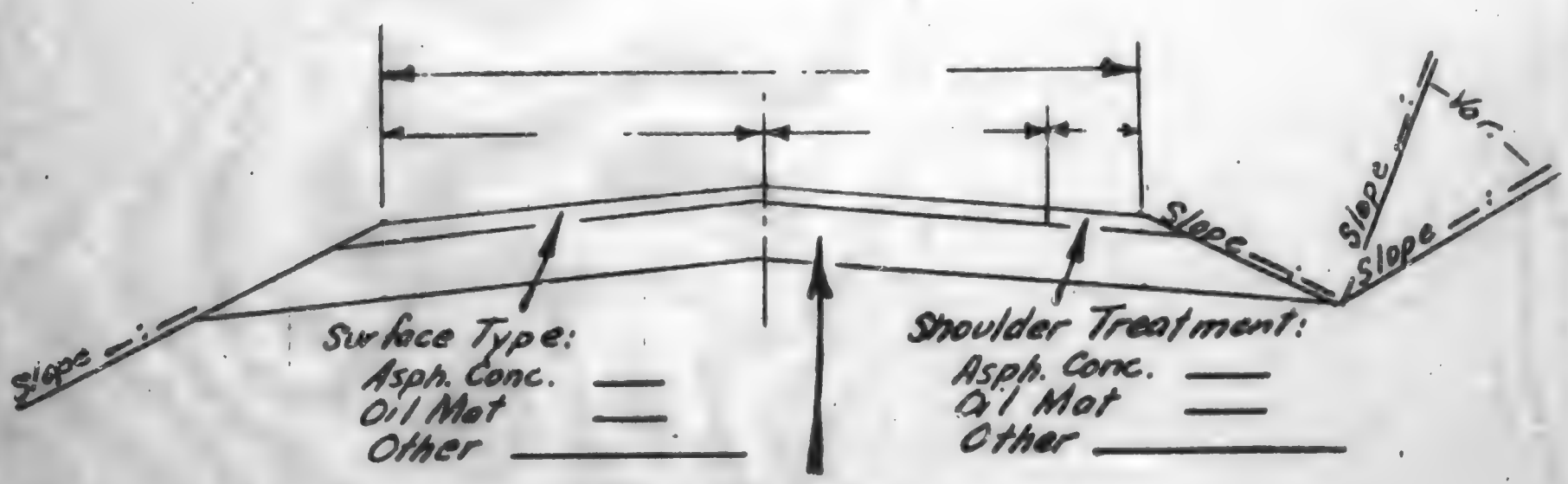
County Marion

Date May 22, 1975

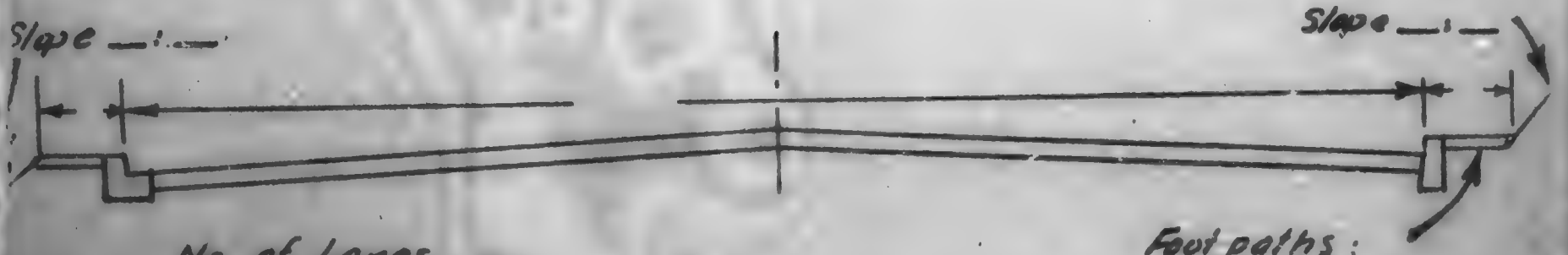
Robert H Hunzeker
O.S.H.D. Field Engineer

Date May 28, 1975

TYPICAL SECTION



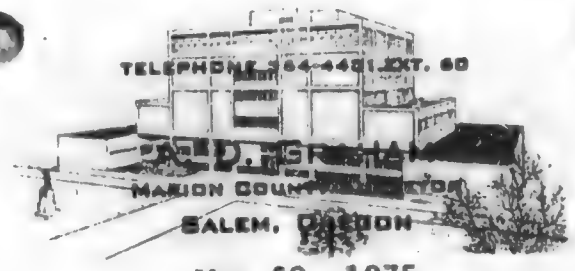
Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___



May 20, 1975

Memo: Market Road No. 96

That portion of Market Road No. 96 proposed for construction is necessitated by the need to replace two bridges on the present alignment.

The proposed new route will also provide a modern road eliminating several extremely sharp curves and grade problems.

The portion proposed for improvement is but a small part of an important east to west connector route beginning with the Pacific Highway, U.S. 99-East, at Aurora and proceeding in a generally westerly direction.

Between Aurora and the Donald-Aurora interchange on Interstate 5, three county market roads and one state secondary are intersected.

Proceeding westerly from the Aurora-Donald interchange on Interstate 5 to the terminus on state secondary highway No. 219 about 1.75 miles south of the Newberg Bridge, three county market roads and two county roads would be intersected.

In short, a very convenient connector would be afforded between the U.S. 99-East, Interstate No. 5 and the U.S. 99 West, together with the county roads mentioned.

Right of way was acquired in 1970 for the portion under consideration by the resolution method as prescribed by law at that time and all claims for damages have been paid in full.

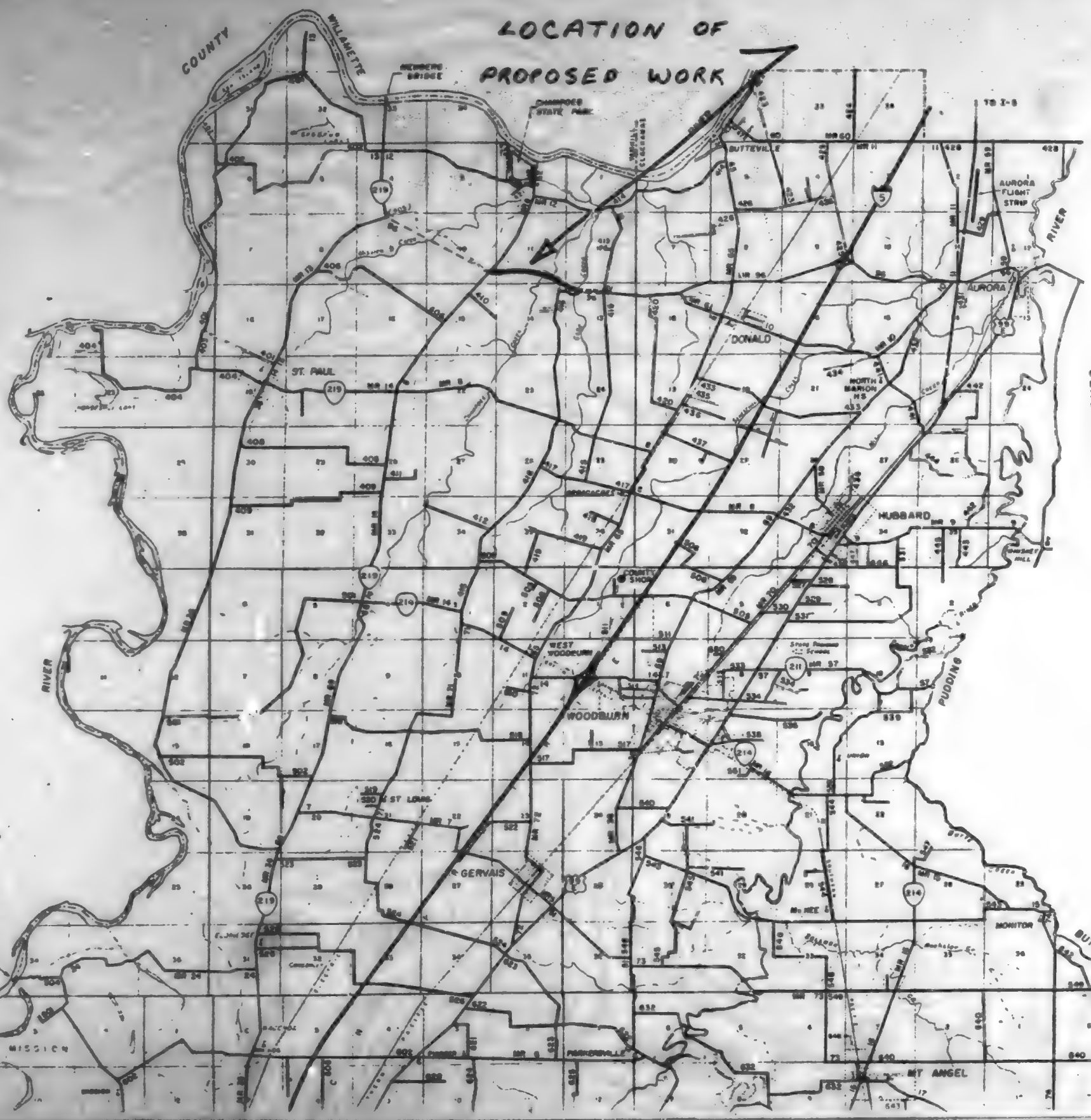
Respectfully,

A. D. Graham

A. D. Graham
Marion County Surveyor

R 3 W | R 2 W | R 1 W

LOCATION OF PROPOSED WORK



. 1979 SE Powell Blvd.-SE 8921
. Foster Rd. Sec. of E. Ptld. Fwy.
. (paving, signing & illumination)

8921

STATE COPY

r11 : OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10/26/84	T. P. Lowe, Area Engineer	I-205-7(69)307

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
3/16/82	10/21/83	100 %	430 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE POWELL BLVD - SE FOSTER ROAD
EAST PORTLAND FREEWAY
Paving, Signing, & Illumination

This project provided for PCC paving of the subject section of freeway. Signals at Powell Boulevard were added by price agreement after the contract was let.

The final cost underran the original authorization of $5,638,000 by one percent.

RECEIVED
STATE HWY ENGR
OCT 31 '84
REFER TO
Fredrickson
FOR
Tech | Lands | R/D | D/R | S/S | T | Eq

NOTED by
W. E. SCHWARTZ 11/1

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 10/30/84	TITLE Field Operations Engineer	DATE 10/30/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

8921

F

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: Jack L. Sollis
Assistant Attorney General and Chief Counsel

DATE: January 25, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Nakajima v. State of Oregon
Multnomah County Circuit Court No. A8309-05755
S.E. Powell Boulevard-S.E. Foster Section
East Portland Highway
Multnomah County
Contract No. 8921

NOTED
E. S. HUNTER

As requested, we have searched our file on the subject project for complaints about the traffic signal at S.E. Powell Boulevard and S.E. 92nd Avenue. No record of citizen complaints was found.

The January 11 letter from John McLean stated that the intersection in question was at S.E. Powell Boulevard and S.E. 82nd Avenue. No work was done at this intersection under the subject project. Both Wendell Stanley's and John McLean's offices were contacted by telephone and it was determined that the correct intersection in question is S.E. Powell Boulevard at S.E. 92nd Avenue.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

KRR:ds

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICE
JAN 26 '84
REFER TO
FOR

01-125-1367

STATE OF OREGON

INTER-OFFICE MEMO

RECEIVED
JAN 13 1984
DEPARTMENT OF JUSTICE
SALEM

TO: Jack Sollis, AIC
Transportation Section

DATE: January 11, 1984

FROM: John C. McLean
Assistant Attorney General

SUBJECT: Nakajima v. State of Oregon
Mult. Co. Cir. Ct. No. A8309-05755
Claim No. 125-073-L11543

NOTED
JACK L. SOLLIS

Attached is a copy of a letter I have written to Wendall Stanley for information requested by plaintiff's attorney in the above case. As indicated in the last paragraph, I would appreciate your referring to the appropriate persons other than Stanley my request for any record of citizen complaints that the intersection in question was confusing or dangerous because the heads of the new traffic lights were covered and existed alongside the old, working lights. The time period in question would be June 2, 1981 to September 7, 1981; the intersection is of S.E. Powell Blvd. and S.E. 82nd in Portland. The contract involved was No. 8921, East Portland Freeway, S.E. Powell Blvd. - S.E. Foster Road Section.

lm
enclosure

1/24/84
No work at 82nd under Powell - Foster.
Called Willhite's office. Intersection involved is apparently Powell @ 92nd.

Checked Powell-Foster file and found no reference to complaints. 1/25/84

Wendell Stanley
238-8335

Called McLean's office 1/25 to check on intersection. was told that the correct intersection is Powell @ 92nd. Told them that we had no record of complaints & they want a letter stating this.

1-13-84
Bud Stonge
Ole copy requested info to Sollis. Came with title of transmitted the Feb 1st
ESH
to Sollis

RECEIVED
JAN 16 1984
TRAFFIC ENGINEERING

NOTED
ERNESTINE HUNSTETTER

NOTED
S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 13 '84
REFER TO
FOR

NOTED
W. R. ZIRBES

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

PORTLAND OFFICE
500 Pacific Building
520 S.W. Yamhill
Portland, Oregon 97204
Telephone: (503) 229-5725

January 11, 1984

Wendall Stanley
Assistant Project Manager
Highway Division
3700 S.E. 92nd Avenue
Portland, Oregon 97266

Re: Nakajima v. State of Oregon
Mult. Co. Cir. Ct. No. A8309-05755

Dear Mr. Stanley:

In this case wherein I am defending the State in a claim growing out of an automobile accident that occurred September 17, 1981 at the intersection of S.E. Powell Blvd. and S.E. 82nd Avenue when a northbound car ran a red light and the driver said she was confused by traffic light signal heads which were covered at the time, I would appreciate your furnishing me with some additional information.

From information received from your office I gather that the new signal heads were installed at this location on June 2, 1981. My first question is whether they were covered at that time or whether the covers were placed on them at a later date. If at a later date, please let me know when that was.

Next, when did construction work start at this intersection and when was it completed (except for removing the old traffic lights)? I want to find out if there were any construction factors besides the covered traffic lights which could have been a cause of accidents at this location. Please list any possible contributing factors that were operative after the start of construction and before the date of this accident.

Lastly, plaintiff's attorney has requested that I furnish him with a list of any complaints that were made to highway people that having two sets of traffic lights at the intersection, one set of which had the heads covered, was confusing and dangerous. I told him I did not know whether a record was kept of such complaints or not but that I would find out and would give him the information if we had such a

record. In case complaints were made to Salem about this I will attempt to obtain them through Jack Sollis, but I would appreciate your checking the records and memories on this at your end and letting me know the result.

Sincerely,

John C. McLean
Assistant Attorney General

lm

8921

S

November 22, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CCM 5
#8921

Gentlemen or Ladies:

On November 14, 1983, we advised you of the total contract amount on Contract No. 8921 awarded to Cascade Construction Co., Inc. for work on the S. E. Powell Boulevard-S. E. Foster Road Section of the East Portland Freeway in Multnomah and Clackamas Counties.

Please disregard the amounts given in that letter. The current total contract amount is $3,293,678.01 including $14,984.53 for work performed under force account.

We are sorry for any inconvenience we have caused you.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dm

cc: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

bc: G. T. Keaney
Walt Hart
E. L. Hardt

8921

November 14, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#8921

Gentlemen or Ladies:

On October 26, 1983, we wrote to you concerning release of final payment on Contract No. 8921 awarded to Cascade Construction Co. Inc., for work on the S. E. Powell Boulevard-S. E. Foster Road Section of the East Portland Freeway in Multnomah and Clackamas Counties.

The total contract amount is $1,096,536.25 including $7,229.00 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dz

cc: Cascade Construction Co. Inc.
P. O. Box 4267
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
E. L. Hardt

89 251

File 5

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

11-1-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Stach Const. Co. No. 9431	Shields Cr.-Muns Cr. Douglas County	Oct. 3, 1983
Wildish Corvallis Const.Co. No. 9337	Santiam Safety Rest Area Marion County	Oct. 4, 1983
Lundeen Coatings Corp. No. 9625	Santiam River Bridge NB Marion & Linn Counties	Oct. 12, 1983
R. L. Coats No. 9487	Bombing Range Rd.-Butter Creek (Unit 2) Morrow County	Oct. 16, 1983
Capitol Crushing Co. No. 9656	Antelope Rock Production Wasco County	Oct. 19, 1983
Cascade Const. Co. No. 8921	SE Powell Blvd.-SE Foster Rd. Multnomah & Clackamas Counties	Oct. 21, 1983
R. A. Gray & Co. No. 9549	Banfield Transitway (Portland) Multnomah County	Oct. 24, 1983
Don Haisch Const., Inc. No. 9630	Umatilla River (Hinkle) Bridge Umatilla County	Oct. 28, 1983

November 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

8921

5

September 28, 1983

Mr. John Maleam
Attorney at Law
300 Pacific Building
520 S.W. Yamhill
Portland, OR 97204

CON 5
#8921

Dear Mr. Maleam:

As requested, attached is a blank copy of Contract No. 8921 awarded to Cascade Construction Co., Inc., for work on the S.E. Powell Boulevard-S.E. Foster Road Section of the East Portland Freeway in Multnomah and Clackamas Counties.

In our telephone conversation on September 23rd, you indicated an interest in the insurance portion of the contract. If you find that you do need the signature pages for the contract and performance bond, we can get those for you in a day or so.

Our records indicate the surety on this contract is The Travelers Indemnity Company with Roger, Bowes & Hunter, Inc. as the agent. The contract was awarded on May 15, 1979, with a time limit of 430 calendar workdays beginning May 30, 1979. The project was completed on December 10, 1982.

Sincerely,

Robert W. Germann
CONTRACTION SERVICES

de
Att.

8921

F

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 20, 1983

RECEIVED
STATE HWY ENGR
SEP 21 '83
REFER TO
FOR

NOTED
H.S.COULTER

H. Scott Coulter
State Highway Engineer
Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: Tadatoshi Nakajima v. Cheryl Middal, et al

Dear Mr. Coulter:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include Cheryl Middal; Cascade Construction, Inc; Hamilton Electric, Inc.; and the State of Oregon (DOT). The matter concerns alleged defective stop light at Powell and 92nd on September 17, 1981.

I have assigned this case to Trial Attorney Jack McLean, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj
cc: Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

8921

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-66		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 4	4-18-83	Project Number I-205-7(69)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,710,000.00	$ 5,724,524
Federal funds	$ 5,265,901.00	$ 5,279,154
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of April, 1983.

~~OREGON STATE HIGHWAY DIVISION~~
(Official name of Highway Agency)

By ~~Harry A. Potter~~

~~Program Section Manager~~
(Title)

By ~~XXX For H.S. Coulter~~

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 12, 1983

Federal-Aid Project
No. I-205-7(69)307

S.E. Powell Blvd. - S.E. Foster Rd. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7724
Roadway (Sta. 435+00 to Sta. 481+00) (Sta. 481+17.59 to Sta. LS 495+10)

Subtotal of previous estimate of April 20, 1982			$ 4,154,333.00
Additioinal Items			
Embankement in Place	36,308 Cu.	0.40	$ 14,523.20
		Increase	$ 14,523.20
		Subtotal	4,168,856.20
		Engineering	390,472.80
		Total	$ 4,559,329.00
		Credit for Conc. Barrier Units	(6,636.00)
			$ 4,552,693.00

Type Code Y002
Signing (Sta. 435+00 to Sta. 605+00)

Total the same as previous estimate of May 30, 1979 $ 383,327.00

Type Code Y030
Illumination (Sta. 435+00 to Sta. 605+00)

Total the same as previous estimate of April 1, 1980 $ 442,104.00

Type Code Y031
Traffic Signals

Total the same as previous of April 20, 1982 $ 346,400.00

Length of Roadway ---------- 1.237 mi.
Cost of Roadway Per Mile ------- $3,712,198.06

Summary of Funds

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	045	$ 1,849,158.00	$ 1,705,293.00	$ 143,865.00
Roadway	042	2,703,535.00	2,493,199.00	210,336.00
Signing	042	383,327.00	353,504.00	29,823.00
Illumination	042	442,104.00	407,708.00	34,396.00
Traffic Signals	042	346,400.00	319,450.00	26,950.00
Total		$ 5,724,524.00	$ 5,279,154.00	$ 445,370.00

Group 1: 100%
Group 8: 0.0%
Contract No.: 8921
Prefix: 626-1909
Prefix: 626-1043

8921

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-204		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 3	4-27-82	Project Number I-205-7(59)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, 1979 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,637,920.00	$ 5,710,000.00
Federal funds	$ 5,199,103.65	$ 5,265,901.00
Other revisions		

This modification is made for the following reasons: to include approved P.A. #11, (Furnish and Install Traffic Signals).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale G. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 20, 1982

Federal-Aid Project
No. I-205-7(69)307

S.E. Powell Blvd.-S.E. Foster Rd. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (Sta. 435+00 to Sta. 481+00)(Sta. LS 481+17.59 to Sta. LS 495+10)

Subtotal of previous estimate of April 1, 1980		$4,154,333.00
	Engineering	390,472.00
	Subtotal	4,544,805.00
	Credit for Conc. Barrier Units	(6,636.00)
	TOTAL	$4,538,169.00

Type Code Y002
Signing (Sta. 435+00 to Sta. 605+00)

Total the same as previous estimate of May 30, 1979	$ 383,327.00

Type Code Y030
Illumination (Sta. 435+00 to Sta. 605+00)

Total the same as previous estimate of April 1, 1980	$ 442,104.00

Type Code Y031
Traffic Signals

Subtotal of previous estimate of July 23, 1981		$ 205,000.00
Revised Estimate Furnish & Install Traffic Signals (P.A. #11)	Lump Sum	$ 330,943.00
	Increase	$ 125,943.00
	SUBTOTAL	$ 330,943.00
	Engineering	15,457.00
	TOTAL	$ 346,400.00

Length of Roadway ---------- 1.237 mi.
Cost of Roadway Per Mile -------$3,712,198.06

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	(045)	$1,849,158.00	$1,705,293.00	$143,865.00
Roadway	(042)	2,689,011.00	2,479,946.00	209,065.00
Signing	(042)	383,327.00	353,504.00	29,823.00
Illumination	(042)	442,104.00	407,708.00	34,396.00
Traffic Signals	(042)	346,400.00	319,450.00	26,950.00
TOTAL		$5,710,000.00	$5,265,901.00	$444,099.00

Group 1 100% Group 8 00%
Contract No. 8921
Prefix: 626-1909
Prefix: 626-1043

8921

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 7-191		County: Multnomah
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: I-205-7(69)307
MODIFICATION NUMBER: 2	8-3-81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,489,419.00	$ 5,637,920.00
Federal funds	$ 5,062,341.00	$ 5,199,103.65
Other revisions		

This modification is made for the following reasons: To include approved PA #11 (Furnish & Install Traffic Signals).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 19 81.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form FHWA-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 23, 1981

Federal Aid Project
No. I-205-7(69)307

S.E. Powell Blvd.-S.E. Foster Rd. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (Sta. 435+00 to Sta. 481+00)(Sta. LS 481+17.59 to Sta. LS 495+10)

Subtotal of previous estimate of April 1, 1980		$4,154,333.00
	Engineering	444,292.00
	SUBTOTAL	$4,598,625.00
Credit for Concrete Barrier Units ---------		(6,636.00)
	TOTAL	$4,591,989.00

Type Code Y002
Signing (Sta. 435+00 to Sta. 605+00)

Total the same as previous estimate of May 30, 1979 — $ 383,327.00

Type Code Y030
Illumination (Sta. 435+00 to Sta. 605+00)

Total the same as previous estimate of April 1, 1980 — $ 442,104.00

Type Code Y031
Traffic Signals

Furnish & Install Traffic Signals (P.A. #11)	All Required	$ 205,000.00
	SUBTOTAL	$ 205,000.00
	Engineering	15,500.00
	TOTAL	$ 220,500.00

Length of Roadway ---------- 1.237 mi.
Cost of Roadway Per Mile ---- $3,712,198.06

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	(045)	$1,849,158.00	$1,705,293.00	$143,865.00
Roadway	(042)	2,742,831.00	2,529,253.65	213,577.35
Signing	(042)	383,327.00	353,504.00	29,823.00
Illumination	(042)	442,104.00	407,708.00	34,396.00
Traffic Signals	(042)	220,500.00	203,345.00	17,155.00
		$5,637,920.00	$5,199,103.65	$438,816.35

Group 1 100% Group 8 00%
Contract No. 8921
Prefix 626-1909
Prefix 626-1043

8921

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-94		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	8-7-80	Project Number I-205-7(69)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 ,19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,963,648.00	$ 5,489,419.00
Federal funds	$ 4,577,475.00	$ 5,062,341.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid items, and additonal work under P.A.'s, & E.W.O.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August ,1980 .

OREGON STATE HIGHWAY DIVISON
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. K. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 1, 1980

Federal Aid Project
No. I-205-7(69)307

S.E. Powell Blvd. - S.E. Foster Rd. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (Sta. 435+00 to Sta. 481+00) (Sta. LS 481+17.59 to Sta. LS 495+10)

Subtotal of previous estimate of May 31, 1979 $3,711,734.00

Previous Estimate

Temporary Signs	360	Sq. Ft.	8.00	$ 2,880.00
Flagman	1000	Hrs.	20.00	20,000.00
General Excavation	1110	Cu. Yd.	7.50	8,325.00
Trench Excavation	125	Cu. Yd.	13.00	1,625.00
Watering	100	M-Gal.	10.00	1,000.00
Bituminous Base Mixture	22,800	Ton	12.50	285,000.00
Asphalt in Bituminous Base Mixture	1,250	Ton	80.00	100,000.00
1"-0 Aggregate Base	3,300	Ton	7.00	23,100.00
Lime Treated Subgrade	6,600	Sq. Yd.	2.00	13,200.00
Lime for Treated Subgrade	75	Ton	80.00	6,000.00
Treated Base Mixture	24,000	Ton	9.00	216,000.00
Class "B" Asphalt Conc. Mixture	5,000	Ton	13.00	65,000.00
Asphalt Cement in Mixture	325	Ton	80.00	26,000.00
Continuously Reinforced Conc. Pvmnt.	65,200	Sq. Yd.	27.00	1,760,400.00
12-inch Sewer Pipe	42	Lin. Ft.	22.00	924.00
Concrete Inlets Type G-1	9	Each	430.00	3,870.00
Concrete Curbs	34,020	Lin. Ft.	4.30	146,286.00
				$2,679,610.00

Revised Estimate

Temporary Signs	660	Sq. Ft.	8.00	$ 5,280.00
Flagman	1300	Hrs.	20.00	26,000.00
General Excavation	1,598	Cu. Yd.	7.50	11,985.00
Trench Excavation	680	Cu. Yd.	13.00	8,840.00
Watering	400	M-Gal.	10.00	4,000.00
Bituminous Base Mixture	29,320	Ton	12.50	366,500.00
Asphalt in Bituminous Base Mix	1,610	Ton	80.00	128,800.00
1"-0 Aggregate Base	6,000	Ton	7.00	42,000.00
Lime Treated Subgrade	11,520	Sq. Yd.	2.00	23,040.00
Lime for Treated Subgrade	104	Ton	80.00	8,320.00
Treated Base Mixture	27,885	Ton	9.00	250,965.00
Class "B" Asphalt Conc. Mixture	7,650	Ton	13.00	99,450.00
Asphalt Cement in Mixture	475	Ton	80.00	38,000.00

Revised Estimate Continued

Continuously Reinforced Conc. Pvmn't	68,225	Sq. Yd,	27.00	$1,842,075.00
12-inch Sewer Pipe	1103	Lin. Ft.	22.00	24,266.00
Concrete Inlets Type G-1	26	Each	430.00	11,180.00
Concrete Curbs	37,420	Lin. Ft.	4.30	160,906.00
Furnish & Install 17"X13" Arch Pipe (P.A. #4)	336	Lin. Ft.	11.50	3,864.00
Furnish & Install Chain Link Enclosure (P.A. #6)		All Required		$ 15,919.00
Mobilization (P.A. #9)		All Required		2,800.00
Temp. Protection & Direction of Traffic		All Required		2,520.00
Removal of Obstructions and Structures (P.A. #9)		All Required		1,550.00
Remove Existing A/C Pavement (P.A. #9)	6500	Sq. Yd.	1.75	11,375.00
Embankment in Place (P.A. #9)	3800	Cu. Yd.	4.00	15,200.00
Finishing Roadbed & Slopes (P.A. #9)		All Required		1,420.00
Extra for Driveways (P.A. #9)	3	Each	150.00	450.00
Adjust Manholes (P.A. #9)	4	Each	100.00	400.00
Bi Directional Markers (P.A. #9)	120	Each	4.20	504.00
1"-0 Crushed Rock Under Curbs (P.A. #9)	200	Ton	10.00	2,000.00
Cleanout Storm Sewers & Tackwelding Covers (E.W.O. #1)		All Required		2,350.00
Remove CTB From Southerly End of Project & Remove Boulders From Subgrade Prior to Liming (E.W.O. #2)		All Required		5,250.00
Repair Subgrade Damage (E.W.O. #3)		All Required		5,000.00
				$3,122,209.00
			Increase	$ 442,599.00
			Subtotal	4,154,333.00
			Engineering	519,291.00
			Subtotal	$4,670,624.00
Credit for Concrete Barriers Units				(6,636.00)
			Total	$4,663,988.00

Type Code Y002
Signing (Sta. 435+00 to Sta. 605+00)

Total the same as previous estimate of May 30, 1979 $383,327.00

Type Code Y030
Illumination (Sta. 435+00 to Sta. 605+00)

Subtotal of previous estimate of May 31, 1979 $365,562.00

Additional Items

Revise Illumination (P.A. #5)	All Required	$ 27,420.00
	Increase	$ 27,420.00
	Subtotal	392,982.00
	Engineering	49,122.00
	Total	$442,104.00

Length of Roadway - - - - 1.237 mi.
Cost of Roadway Per Mile - $3,770,402.51

Work Retained in Program Status

(Not included in amounts below)

Bikeway Signing	All Required	$ 5,000.00
Traffic Signal Installation	All Required	70,000.00
Temporary Power Source (P.G.E.)	All Required	400.00
Asphalt Cement Adjustment	All Required	9,450.00

SUMMARY OF FUNDS (92.22%)

Description	Appn. Code	Total Cost	Federal Funds	State Funds
Roadway	(045)	$1,849,158.00	$1,705,293.00	$143,865.00
Roadway	(042)	2,814,830.00	2,595,836.00	218,994.00
Signing	(042)	383,327.00	353,504.00	29,823.00
Illumination	(042)	442,104.00	407,708.00	34,396.00
TOTAL		$5,489,419.00	$5,062,341.00	$427,078.00

Group 1-100% Group 8-00%
Contract No. 8921
Prefix 626-1909
Prefix 626-1043

8921

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
MONTHLY TRANSACTION NO. 6-145 + 146	FEDERAL-AID PROJECT AGREEMENT 6-14-79	State Oregon County Multnomah Project No. 1-205-7(69)307

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. Powell Blvd. - S.E. Foster Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-79	1.237
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,963,648.00	$ 4,577,475.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: E. L. Green

Date executed by Division Administrator JUN 14 1979

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously-apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, May 31, 1979

Federal Aid Project
No. I-205-7(69)307

S.E. POWELL BLVD.-S.E. FOSTER RD. SECTION
E. PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 7224
Roadway (Sta. 435+00 to Sta. 481+00) (Sta. Ls 481+17.59 to Sta. Ls 495+10)
(Sta. Ls 499+10 to Sta. Ls 504+50)

Mobilization	All	Required		$ 221,000.00
Temporary Protection and Direction of Traffic	All	Required		6,500.00
Temporary Signs	360	Sq.Ft.	8.00	2,880.00
Temporary Barricades	30	Each	125.00	3,750.00
Temporary Continuous Rail Traffic Barrier (Reflectorized)	375	Lin.Ft.	9.00	3,375.00
Flagmen	1,000	Hour	20.00	20,000.00
Removal of Structures and Obstructions	All	Required		15,000.00
General Excavation	1,110	Cu.Yd.	7.50	8,325.00
Trench Excavation	125	Cu.Yd.	13.00	1,625.00
Furnishing and Placing Topsoil	10,750	Cu.Yd.	3.50	37,625.00
Watering	100	M.Gal.	10.00	1,000.00
Bituminous Base Mixture	22,800	Ton	12.50	285,000.00
Asphalt in Bituminous Base Mixture	1,250	Ton	80.00	100,000.00
1"-0 Aggregate Base	3,300	Ton	7.00	23,100.00
Reconditioning Old Roadbed	All	Required		7,500.00
Lime Treated Subgrade	6,600	Sq.Yd.	2.00	13,200.00
Lime For Treated Subgrade	75	Ton	80.00	6,000.00
Treated Base Mixture	24,000	Ton	9.00	216,000.00
Cement in Treated Base Mixture	1,320	Ton	80.00	105,600.00
Class "B" Asphalt Concrete, Mixture	5,000	Ton	13.00	65,000.00
Asphalt Cement In Mixture	325	Ton	80.00	26,000.00
Asphalt in Tack Coat	8	Ton	200.00	1,600.00
Continuously Reinforced Concrete Pavement	65,200	Sq.Yd.	27.00	1,760,400.00
Reinforced Concrete Pavement	1,670	Sq.Yd.	26.00	43,420.00
Pavement Terminal Anchors	680	Lin.Ft.	55.00	37,400.00
Terminal Expansion Joints	340	Lin.Ft.	160.00	54,400.00
8-inch Culvert Pipe	128	Lin.Ft.	9.00	1,152.00
12-inch Culvert Pipe	156	Lin.Ft.	10.00	1,560.00
8-inch Sewer Pipe	34	Lin.Ft.	15.00	510.00
12-inch Sewer Pipe	42	Lin.Ft.	22.00	924.00
Concrete Inlets Type G-1	9	Each	430.00	3,870.00
Guard Rail, Type 2A	1,450	Lin.Ft.	15.80	22,910.00
Guard Rail, Type 3	250	Lin.Ft.	27.30	6,825.00

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal Aid Project
No. I-205-7(69)307

Metal Median Barrier	4,900 Lin.Ft.	27.30	133,770.00
CL-6 Chain Link Fence	1,670 Lin.Ft.	6.70	11,189.00
Concrete Walks	180 Sq.Yd.	15.70	2,826.00
4-inch Concrete Surfacing	340 Sq.Yd.	15.70	5,338.00
Sidewalk Ramps	1 Each	178.00	178.00
Concrete Curbs	34,020 Lin.Ft.	4.30	146,286.00
Concrete Islands	70 Cu.Yd.	142.00	9,940.00
Concrete Barrier	2,250 Lin.Ft.	22.06	49,635.00
Temporary Concrete Barrier, Reflectorized	3,400 Lin.Ft.	17.85	60,690.00
Drainage Curbs	1,110 Lin.Ft.	2.00	2,220.00
Delineators	190 Each	20.00	3,800.00
Salvaging And Re-laying Pipe	20 Lin.Ft.	33.00	660.00
Reconstructing Concrete Manholes	4 Each	650.00	2,600.00
Adjusting Inlets	1 Each	200.00	200.00
Roadside Seeding And Mulching	8 Acre	546.00	4,368.00
Alternate "A" Block Walls			
Wall Excavation	520 Cu.Yd.	15.00	7,800.00
Gravel Backfill	25 Cu.Yd.	30.00	750.00
Concrete Slab	240 Sq.Ft.	3.15	756.00
8-inch Concrete Block Walls	12,210 Sq.Ft.	9.70	118,437.00
Block Wall Footings	4,475 Sq.Ft.	6.40	28,640.00
	Subtotal		$ 3,693,534.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 1,800.00
Remove Striping (Exist & Temp.)	All Required		1,000.00
Temporary Erosion Control	All Required		5,000.00
On the Job Trainees (13 at $800)	All Required		10,400.00
			$ 18,200.00
	Subtotal		$ 3,711,734.00
	Engineering		463,966.00
	Subtotal		$ 4,175,700.00
Credit for Concrete Barrier Units			(6,636.00)
	Total		$ 4,169,064.00
Type Code Y002			
Signing (Sta. 435+00 to Sta. 605+00)			
Removal of Existing Sign Installations	All Required		$ 630.00
Wood Sign Posts	All Required		5,250.00
Sign Support Footings	All Required		68,250.00
Single Post Slip Base Sign Supports	All Required		1,050.00

Oregon State Highway Division
Salem, Oregon, May 31, 1979

Federal Aid Project
No. I-205-7(69)307

Offset Single Sign Support	All Required			840.00
Pipe Sign Posts	All Required			525.00
Single Post Breakaway Sign Support	All Required			840.00
Sign Bridge, Sta. "PD" 422+00	All Required			29,400.00
Sign Bridge, Sta. "PBN" 51+74	All Required			44,100.00
Sign Bridge Sta. "NP" 433+00	All Required			27,300.00
Cantilever Sign Structure, Sta. "L" 441+00 Lt.	All Required			15,750.00
Cantilever Sign Structure, Sta. "Ls" 481+30 Rt.	All Required			9,450.00
Cantilever Sign Structure, Sta. "W-on" 495+69 Lt.	All Required			16,485.00
Butterfly Sign Structure, Sta. "L" 464+50	All Required			7,455.00
Structure Mounts	All Required			10,920.00
Sign And Luminaire Support Arms	All Required			3,360.00
Exit Number Sign Supports	All Required			735.00
Remove, Move and Reinstall Existing Cantilever	All Required			2,415.00
Type "AA" Signs In Place	2,950 Sq.Ft.	17.34		51,153.00
Type "C," "D" and "R" Signs In Place	499 Sq.Ft.	8.45		4,216.55
Type EE Signs In Place	130 Sq.Ft.	12.60		1,638.00
Type "H" and "I" Signs In Place	121 Sq.Ft.	9.45		1,143.45
Type "M" Signs In Place	52 Sq.Ft.	9.50		494.00
Remove, Move and Reinstall Existing Signs	All Required			525.00
Sign Illumination Equipment	All Required			25,122.00
Long Term Sign Covers	265 Sq.Ft.	5.25		1,391.25
Thermoplastic Pavement Arrows	7 Each	237.00		1,659.00
Mono-Directional Crystal Type I Markers	700 Each	3.94		2,758.00
White Type II Markers	2,800 Each	2.10		5,880.00
	Subtotal		$	340,735.25
	Engineering			42,591.75
	Total		$	383,327.00

Type Code Y030
Illumination (Sta. 435+00 to Sta. 605+00)

Removal of Existing Illumination	All Required	$	2,423.00
Pole Foundations	All Required		59,772.00
Roadway Lighting Poles And Bracket Arms	All Required		122,757.00
Luminaires And Ballasts	All Required		24,750.00

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal Aid Project
No. I-205-7(69)307

Switching, Conduit, Wiring, Lamps, Etc.	All Required	155,860.00
	Subtotal	$ 365,562.00
	Engineering	45,695.00
	Total	$ 411,257.00

Length of Roadway - - - - - - - - - - - - - 1.237 mi.

Cost of Roadway Per Mile - - - - - - - - - $ 3,370,302.34

Work Retained in Program Status
(not included in amounts below)

Bikeway Signing	All Required	$ 5,000.00
Traffic Signal Installation	All Required	$ 70,000.00
Temporary Power Source (PGE)	All Required	400.00
Asphalt Cement Adjustment	All Required	9,450.00

SUMMARY OF FUNDS (92.22%)

Description	(Appn. Code)	Total Cost	Federal Funds	State Funds
Roadway	(045)	$ 1,849,158	$ 1,705,293	$ 143,865
Roadway	(042)	2,319,906	2,139,417	180,489
Signing	(042)	383,327	353,504	29,823
Illumination	(042)	411,257	379,261	31,996
Total		$ 4,963,648	$ 4,577,475	$ 386,173

Group 1 100% Group 8 00%
Contract No. 8921
Prefix 626-1909
Prefix 626-1043

8921

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

July 14, 1982

CON 5 #8921

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

RE: Contract Time
S.E. Powell Blvd.-S.E. Foster Rd.
Contract No. 8921
FAP # I-205-7(63)337

Gentlemen:

Enclosed for your files is a copy of the fully executed "Agreement" concerning the waiver of liquidated damages on the above contract. An estimate will be processed shortly returning liquidated damages to you.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:ab

bc: W. E. Schwartz (att.)
FHWA "
Bob Church (org.)
Al Harwood (att.)
Bob Cameron "

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 16 '82
REFER TO
FOR
Init. | Instr. | Est. | D/E | Sign | Act. | File

Form 735-3128

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Cascade Construction Company, Inc. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commission and its Department of Transportation, from any and all claims arising out of the awarding and performance of Contract No. 8921 which is referred to as the S.E. Powell Blvd.-SE Foster project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation agrees to waive any claim for liquidated damages against Cascade Construction Company, Inc. arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability.

CASCADE CONSTRUCTION COMPANY, INC.

By _____
JON E. MORRIS, PRESIDENT

OREGON STATE HIGHWAY COMMISSION AND DEPARTMENT OF TRANSPORTATION

By _____

8921

L,

Cascade Construction Company, Inc.
General Contractors

P.O. BOX 4287 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

TRANSMITTAL NOTICE

To: Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: W. E. Schwartz, P. E.
Asst. State Hwy. Eng.

Date: 7-7-82

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
1		Agreement re: S. E. Powell Blvd. OSHD 8921

RECEIVED
STATE HWY ENGR
JUL 8 '82
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Dig 7-12-82

NOTED
W. E. SCHWARTZ

MEMORANDUM

For further processing

Enc: X

cc: 9-33

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Cascade Construction Company, Inc. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commission and its Department of Transportation, from any and all claims arising out of the awarding and performance of Contract No. 8921 which is referred to as the S.E. Powell Blvd.-SE Foster project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation agrees to waive any claim for liquidated damages against Cascade Construction Company, Inc. arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability.

CASCADE CONSTRUCTION COMPANY, INC.

By _____
JON E. MORRIS, PRESIDENT

OREGON STATE HIGHWAY COMMISSION AND DEPARTMENT OF TRANSPORTATION

By _____

8921

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 29, 1982

CON 5

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Time Extension Request
S.E. Powell Blvd.-S.E. Foster Rd.
Contract No. 8921
FAP #I-205-7(69)307

Your request for additional contract time in which to complete the above project has been carefully reviewed. The reason for late completion of this project was apparently the late delivery of the computer software component of the traffic signal system added to the project by Price Agreement. The traffic signal subcontractor's supplier of the software component, EMCO, has claimed deficiencies in the State's specifications as reason for the delay. While it appears evident that EMCO experienced difficulties with the preparation of the software package, we do not acknowledge the claimed specification deficiencies.

In an effort to resolve the rather involved technical dispute, we are offering to grant a time extension of 174 calendar workdays upon return receipt of one copy of the enclosed Release and Indemnification Agreement signed by your firm. The adjusted contract time for completion of this project will become 751 calendar workdays eliminating all liquidated damages.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Enc.

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Robert Cameron w/att.
FHWA w/att.
Bob Church

Form 734-3123

STATE OF OREGON — INTER-OFFICE MEMO

DATE: June 14, 1982

TO: BRYANT JACKMOND
Contract Administration Engineer

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: SE POWELL BLVD.-SE FOSTER RD.
EAST PORTLAND FREEWAY
CONTRACT #8921

CE	RECEIVED	O/A	
CAE		LA	
FOE		LC	
OCS	JUN 15 1982	TC	
SCS		FE	
EEO	CONSTRUCTION SECTION	CP	

Attached is a time extension request from the contractor, Cascade Construction Company, Inc.

The contract was awarded on May 16, 1978, calendar work day count started on May 30, 1979, with 430 CWD set up for the job. Due to extensive additions to the work (grading, paving, and signals on Powell Blvd.) an extension of 147 days was granted. Principally, because of software problems in the added signal work, the contractor overran the revised time by 174 days, and he is asking for this amount.

Rob Cameron has listed several items besides the software problem that were added to the project, but only one of the items contributed to the overrun, for 2 days. I can agree with this analysis.

The software-redesigned signal problem has been discussed at length with Hamilton Construction, L. E. George, and yourself, for this and other projects. I don't feel qualified, nor think it appropriate for me to comment on this problem.

I'm sending this entire package to you for your review and analysis, but if we can do anything, get more information, or whatever, let me know.

6-18-82

W. E. S.

This is another — and the next to last — job involving the "software" specification deficiency claim of EMCO, the supplier.

I recommend that we grant a contract time extension of 174 CWD — eliminating all liquidated damages — upon receipt of the Release and Indemnification Agreement.

Further, this very substantial additional signal work was added by P.A. after substantial completion of original contract works making liquidated damages probably unenforceable.

MRA.

MC/gw
Attachment
cc Rob Cameron

Contains Recycled Materials

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Cascade Construction Company, Inc. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commission and its Department of Transportation, from any and all claims arising out of the awarding and performance of Contract No. 8921 which is referred to as the S.E. Powell Blvd.-SE Foster project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation agrees to waive any claim for liquidated damages against Cascade Construction Company, Inc. arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability.

CASCADE CONSTRUCTION COMPANY, INC.

By _____

OREGON STATE HIGHWAY COMMISSION AND DEPARTMENT OF TRANSPORTATION

By _____

8921

4

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. E. Powell Blvd S. E. Foster Rd		WEEK ENDING: 5-22-82
		SECTION PREFIX: 626-1043
HIGHWAY: East Portland Freeway		COUNTY: Mult & Clack
NAME OF JOB: S. E. Powell Blvd - S. E. Foster Rd	KIND OF WORK: Paving, Signing & Illumination	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 8921	FEDERAL AID PROJECT NUMBER: I-205-7(69)307
DATE OF CONTRACT: May 16,1979	DATE WORK STARTED: June 1,1979	COMPLETION DATE: Mar. 16,1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 577	CALENDAR DAYS USED: 751
PROJECT AUTHORIZATION: $5,638,480	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 130
EXCLUSIVE OF ENGINEERING: $5,278,659	ENGINEERING AUTHORIZATION: $359,830	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,269,116	ENGINEERING COST TO DATE: $399,700	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 111 %	DATE PROJECT WAS COMPLETED: 3-16-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	Illumination
-	100	100	100	100	-	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Conc. PAVING
MILES IN PROJECT	0.2	1.9		1.9	1.9
MILES PARTIALLY COMPLETED	0	0		0	0
MILES COMPLETED	0.2	1.9		1.9	1.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,110 CY	24,000 T		27,800 T	65,200 SY
TOTAL QUANTITIES CORRECTED TO DATE	1,600 CY	27,885 T		36,250 T	69,897 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,600 CY	27,385 T		36,250 T	69,897 SY
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	N/A							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Fair	0	0	Contract work complete.
MONDAY 17	Showers	0	0	
TUESDAY 18	Mostly Cloudy	0	0	
WEDNESDAY 19	Fair	0	0	
THURSDAY 20	Fair	0	0	
FRIDAY 21	Fair	0	0	
SATURDAY 22	-	0	0	

RECEIVED
MAY 24 1982
CONSTRUCTION SECTION

CE CAE OCS SCS FSO CM ES LS TC FE CR

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY May 16	No activity this week.
MONDAY May 17	
TUESDAY May 18	
WEDNESDAY May 19	
THURSDAY May 20	
FRIDAY May 21	
SATURDAY May 22	

REMARKS

Summary: Semi final submitted to region, Tuesday, May 18.
Final weekly report.

SIGNED R. R. Cameron, Proj. Mgr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8921

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-13-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(69)307		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Clackamas & Multnomah
	5. ITEM NO. 71001	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/11/81	Interstate 205	Primary 64

10. GENERAL LOCATION:

SE Powell Blvd. - SE Foster Road Section

11. GENERAL DESCRIPTION OF WORK

Revise signing prohibiting the right turn from N.B. I-205 ramp at Powell Blvd.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARXE

I approve the advance authorization date of 12/11/81 as requested in Mr. Keasey's letter of 1/7/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $3,650 Federal Funds $3,366.

orig 1-26-82

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO Mooning
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/13/82	S. K. Heasman	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#8921

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 12, 1980

In Reply Refer to
File No.: CON 5 #8921

Cascade Construction Company, Inc.
Post Office Box 4267
Portland, OR 97208

Re: Time Extension Request
S.E. Powell Blvd.-S.E. Foster Rd.
FAP No. I-205-7(69)307
Contract No. 8921

Gentlemen:

Your request for additional contract time in which to complete the above project has been reviewed. A time extension of 147 calendar days is granted due to the work added under Price Agreement No. 11. The additional time granted appears to be reasonable for the completion of this added work. If, however, additional time is justified as this work progresses, a supplemental time extension will be considered upon its merits.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
Ed Hardt "
Roy Heinz "
Robert Church
FHWA "

RECEIVED
STATE HWY ENGR
NOV 14 '80
REFER TO
FOR
Info | Innes | R/D | D/R | Sign | Act | File

Form 734-9182

RECEIVED
NOV 6 1980
CONSTRUCTION BRANCH

Jackmond, Hopkins, Wilson, Johnsen, Glenn, Widmer, Gebauer, Church

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR

Oct. 28,1980

FILE:

FROM: Roy T. Heinz, Res. Eng'r

SUBJECT: SE Powell Blvd - SE Foster Rd
East Portland Freeway
Contract: 8921

TO: E. L. Hardt
Region Engineer
Office

Attention: M. A. Craft

Enclosed are two copies of the contractor's request for increase in number of workdays and two copies of attachment "A" detailing delivery dates. As you know, we added a large traffic signal installation to this contract by P.A. #11, dated 6-25-80. Opening of the freeway to traffic will be delayed until this signal system is working. This, in turn, delays some contract work which cannot be done until just before opening. Mr. Morton's request hinges on delivery dates received from suppliers. Delays in these deliveries will, of course, effect the actual number of workdays needed. The schedule shown on attachment "A" is correct up through installation of the controller on March 27,1981. The work which Mr. Morton shows to be done after this date should have already been completed in conjunction with the installation of the temporary signal system sometime in December, 1980. Therefor, I recommend we increase the number of workdays thru March 27, 1981 for a total extension of 147 additional days with the reservation that more could be needed if delivery dates are not met. This would bring the total to 577 instead of the 612 shown on the enclosed form.

cc: CascadeConstruction Co.
Att. George Morton

11-10-80

CTK: I concur with the Resident and Region. Recommend granting 147 calendar days at this time.

Bryant Jackmond

cc: Bryant Jackmond with attach.

RECEIVED
NOV 4 1980
REGION 1

I agree with Heinz' analysis & his statements concerning the work to be done during Dec., 1980 are correct. I believe we are liable for the delays on this job and recommend the 147 additional days be granted now, with the understanding that future delivery delays could also be reason for further time extensions.

Marion Craft
11-4-80

cc: Heinz

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8921 Contractor Cascade Construction Co., Inc.

Highway East Portland Freeway

Section S.E. Powell Blvd - S.E. Foster Rd

Kind of Work Paving, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

Grant 147 calendar days due to added work under P.A. No. 11

Recommended for Approval:

Marion Cafferata
Division Engineer

O.B. Jackman
For Construction Engineer and Bridge Engineer

State Highway Engineer

Contract No.	8921
Project designation	I-205-7(69)307 State-Federal
Date awarded	May 16, 1979
Work started	June 1, 1979
Per cent completed	89% Oct 31 Date
No. of Workdays Allowed	430
No. of Workdays Used	430
No. of Added Workdays Requested	182

BP-0355-704

E-230 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10-16, 1980

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 430 days to 612 days, within which to complete our Contract No. 8921, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attachment A

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By Jon E. Morris
Jon E. Morris, President

CONSENT OF SURETY

Date 10-16, 1980

We, TRAVELERS INDEMNITY COMPANY

HARTFORD, CONNECTICUT, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald E. Reger
Attorney-in-fact

(SEAL)

Doris A. Swanson
Resident Agent

CONTRACTOR'S REQUEST FOR INCREASE IN NUMBER OF WORKDAYS

S.E. Powell - S.E. Foster Road, OSHD 8921

ATTACHMENT A

(Revised)

The delivery of traffic signal equipment for Price Agreement Number 11 is delaying the project. Price Agreement Number 11 was initiated on March 20, 1980. Due to the complexity and size of the price agreement, final approval was delayed until July 2, 1980. Our subcontractor, Hamilton Electric, Inc. initiated their purchase order for the material immediately after receiving confirmation. We have held two meetings with the Oregon State Highway Division personnel, the subcontractor and the supplier's representative and have been promised the material to complete the signal work on the following schedule.

By mutual agreement with the subcontractor on the signing, Cascade Construction Company, Inc. and the Resident Engineer, we will not install the permanent signing until there is some assurance that the signal equipment is being installed. This decision was reached due to a problem with vandalism. Also, we must remove and salvage 2,212½ linear feet of grouted, concrete barrier. This work cannot begin until the freeway is ready to open.

Completion Schedule

Pole delivery	December 5th
Pole installation	December 8th-9th
Make up and install spans and wire	December 10th-31st
Install service and terminal cabinets	January 5th-7th
Install signals and signs	January 8th-27th
Controller delivery to State Lab	February 23rd
Testing and delivery to project	February 23rd-March 23rd
Install controller	March 23rd-27th
Install permanent signing	March 30th-April 24th
Remove barrier	March 30th-April 24th
Final project cleanup	April 27th-30th

CASCADE CONSTRUCTION COMPANY, INC.
Company

George R. Morton
George R. Morton, Vice President, Eng.

October 22, 1980
Date

8921

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(69)307
SE. Powell Blvd.-SE. Foster Rd.
East Portland Freeway
Contract 8921, SFO No. 3

Date: October 3, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Reference is made to Mr. Keasey's October 1, 1980, memorandum on this subject. Please code this State Force Order as nonparticipating.

G. K. Hansen
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 7 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8921

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-22-80

FEDERAL AID PROJECT NO.
205-7(69)307

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
71001

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

9-25 orig

RECEIVED
STATE HWY ENGR
SEP 25 '80
REFER TO
Mochring
FOR
Info | Invest | P&D | D/S | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4/4/79	7/11/80	Interstate 205	Primary 64

GENERAL LOCATION:

SE Powell Blvd. - SE Foster Road

GENERAL DESCRIPTION OF WORK:

Relocate temporary guard rail, remove paint lines and restripe, place traffic marker buttons and install signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted]
[redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7/11/80, as requested in Mr. Keasey's letter of 9/10/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $3,300 Federal Funds $3,043.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/22/80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-681-488

A 21

CON 5

DATE: March 12, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S.E. Powell Blvd.-S.E. Foster Road
Contract No. 8921

The authorization for the federal aid paving, signing and illumination project is expected to overrun by approximately $585,000 or 11.6 percent. The work is approximately 68 percent complete with an October 1980 completion date anticipated.

The station for the end of the existing paving was in error causing a need for an increase in contract bid items. This additional paving will cost approximately $148,000. Traffic signal installation work was anticipated for which $70,000 was authorized. The current estimated cost for the signal work is $290,000 for an increase in project cost of $220,000.

Reconstruction work on S.E. Powell Blvd. near Interstate 205 is necessary. Performing the work now rather than on a future contract will allow the work to be performed prior to opening traffic from the freeway onto Powell Blvd. The cost of this added work is estimated at nearly $260,000.

This is a federal aid interstate project and the increased cost will be federally participating.

It is recommended that the authorization for this project be increased by $585,000 to a new total of $5,638,480.41.

This matter will be on the consent calendar for your March 25 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

FILE: CON 5 #8921

DATE: March 11, 1980

TO: H. S. Coulter
State Highway Engineer

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased
Project Authorization
S.E. Powell Blvd.-S.E. Foster Rd.
Contract No. 8921

The authorization for this federal-aid paving, signing, and illumination project is expected to overrun by approximately $585,000 or 11.6 percent. The work is approximately 68 percent complete with an October 1980 completion date anticipated.

The station for the end of the existing paving was in error causing a need for an increase in contract bid items. This additional paving will cost approximately $148,000. Traffic signal installation work was anticipated for which $70,000 was authorized. The current estimated cost for the signal work is $290,000 for an increase in project cost of $220,000.

Reconstruction work on S.E. Powell Blvd. near I-205 is necessary. Performing the work now rather than on a future contract will allow the work to be performed prior to opening traffic from the freeway onto Powell Blvd. The cost of this added work is estimated at nearly $260,000.

The increased project cost is eligible for federal participation and PCRB approval is not needed.

A rough draft letter to the Commission and an Expected Overrun of Project Authorization form are attached.

OBJ:WR:fr

Att.

cc: Ed Hardt
Roy T. Heinz
Robert Church

I-205
58

ROAD DESIGN SECTION

February 27, 1980

Roy T. Heinz
Resident Engineer
"ORIGINAL SIGNED"
[illegible]
First Design Engineer

Sign Shop Drawings
S.E. Powell Blvd.-S.E. Foster Rd.
East Portland Freeway
Multnomah & Clackamas Co.
Contract No. 8921

Attached find three sets of approved shop drawings for the Type "A" signs and sign overlays on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Hackenberth's office for shop inspection of the signs and one set sent to Traffic Control Signs Co. for fabrication of the signs.

CBT:db

Attachments

cc: C. T. Kenney
E. L. Hurst
W. B. Beard

Vorhes ✓	RECEIVED	
Anderson		
Christensen		
Olson	FEB 27 1980	Do Not File ☐
Sullivan		Return To
Terpin		Bring Up /
Trout	ROAD DESIGN SECTION	Action
Wakerlig		

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR.

Feb. 19, 1980

FILE:

FROM: Roy T. Heinz, Res. Eng'r

SUBJECT: S.E. Powell Blvd - S.E. Foster Rd
East Portland Freeway
Contract: 8921

TO: D. O. Christensen,
Final Design
Salem

Enclosed are sign shop drawings for subject project. These have been re-submitted for your correction and/or approval. Please process as soon as possible and return to this office.

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Anderson
1 Christensen
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Sullivan
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ROAD DESIGN SECTION

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Action

REFERRED TO
Board, Staudenmayer, Cole, Sample, Eriksen, Watson, Huber, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

I-205
58

ROAD DESIGN SECTION 378-6558

Roy T. Nelnz
Resident Engineer

January 24, 1980

ORIGINAL SIGNED
DUANE D. CHRISTENSEN
Final Design Engineer

Sign Shop Drawings
S. E. Powell Blvd.-S.E. Foster Rd. Section
East Portland Freeway
Multnomah & Clackamas Counties
Contract No. 8921

Attached please find one set of corrected shop drawings for the green "EA" signs that were submitted on the above named project. You will note that signs 6, 7, 11 and 12 are marked "void" as the sizes and legend are being changed by price agreement. You will also note that the added signs 41, 42 and 43 and the overlay for sign 8 are not included.

Please send this set of shop drawings to Traffic Control Signs Company with instructions to submit four new sets of sign shop drawings for approval reflecting all the corrections that have been made in red on this set.

DDC:kb

Attachments

cc: C. T. Keesey
E. L. Hamit
M. A. Beard

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Anderson
Christensen
Olson
Sullivan
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JAN 24 1980
ROAD DESIGN SECTION

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Return To
Bring Up ___/___/___
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FORM 61-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Or.

Jan. 15, 1980

FILE:

FROM: Roy T. Heinz, Res. Eng'r

SUBJECT: SE Powell Blvd - SE Foster Rd
East Portland Freeway
Contract: 8921

TO: D.O. Christensen
Final Design Engineer
Salem

Attention: W. G. Beard

Enclosed are four copies each of sign details for subject project. There have been several revisions and I hear that more are on the way. I have not passed these on to the contractor as I am waiting for the whole package. Please approve and/or correct these details and return to this office.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
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RECEIVED
JAN 16 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

I-205
58

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

ATTN:
Lyle Watson

DATE: December 3, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign and Striping Revisions
S.E. Powell Boulevard-S.E. Foster Road Section
East Portland Freway Highway
Multnomah and Clackamas Counties
Contract No. 8921

Attached is a letter from Tom Schwab explaining the appropriate lane usage for the northbound direction off ramp from Interstate 205 to Powell Boulevard.

This usage will require revisions in Control Signs No. 7, Guide Signs No. 6, 7, 11 and 12, and the striping on Powell Boulevard in the area of the northbound direction off ramp.

Also, attached are contract plans which have the required revisions marked in red.

Please revise the required contract plans and arrange to have the revisions made.

Versteeg
Anderson
Christensen
Olson
Sullivan
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Trout
Wakerlig

RECEIVED
DEC 04 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

L. E. George
Traffic Engineer

REFERRED TO
Beard, Staudenmayer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

ELS:jrb

Attachment

cc w/attach.: R. N. Bothman
E. L. Hardt
M. Payne
C. W. Page (Structures)
A. Olson
R. M. Dixon
R. Heinz, Resident Engineer

626-1909

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.

238-7502
TELEPHONE

TO: L. E. GEORGE
Traffic Engineer

DATE: November 21, 1979

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: I-205 Off-Ramp Signing
Powell Blvd Section
Multnomah County

A question has been raised on the appropriate signing and lane striping plan for the northbound off-ramp from I-205 to Powell Blvd. The current design calls for the single-lane off-ramp opening to three lanes at the Powell Blvd. intersection.

The signing should indicate a left-turn lane, an optional left-turn and through lane, and a single through lane to the frontage road to Division. This plan is consistent with the current plans in the Metro office which have been reviewed and approved (copy attached).

This same signing and striping plan may also be used for the temporary opening of I-205 to Powell Blvd. expected to be opened next year.

If you have any questions please call.

pg

Sec.9, T.1 S., R.2E., W.M.
PORTLAND

MATCH LINE 'A'

"PB" LINE

"PBW" LINE

"PBE" LINE

"PBN" LINE

"NP" LINE

"PD" LINE
(See Sheet 3A)

"L" LINE

"PS" LINE

"DP" LINE
(Future)

"BL" LINE (Future)

"BLG" LINE (Future)

"BT" LINE (Future)

"BRP" LINE (Future)

S.E. 98th. AVE.

S.E. POWELL BLVD.

Provide for 2 lanes of traffic

NORTH BOU

SOUTH BOUND

"PBW" 2°C.L. Δ3°23'55" T84.99'

"PB" 56+33.67 P.C.T.

"PBW" 52+62.59 P.C.

"PB" 53+24.51 P.O.T.

"PBE" 4°C.R. Δ9°19'41" T116.86

"PB" 54+48.60 P.O.T.
"PBE" 54+44.87 P.T.

"PBW" 51+99.05 P.T.

"PBE" 52+11.67 P.C.

"NP" 429+76.22 P.R.C.

"NP" 0°54'C.L. Δ4°20'48" T482.99'

"PBN" 100' R.C.R. Δ107°58'R" T137.57'

"PD" 416+27.05 P.O.T.
"PBW" 52+28.42 P.T.

"PB" 51+02.56 P.T.

"NP" 428+63.72 P.C.
"PBW" 50+80.90 P.O.C.

"PBN" 50+39.97 P.C.

"PB" 10°C.R. Δ21°36'08" T109.30'

"NP" 75' R.C.R. Δ85°56'49" T69.87'

"PBW" 48+86.55 P.C.
"PB" 48+86.55 P.C.

"PBW" 8°C.R. Δ25°00' T158.78'

"L" 434+48.

"PS" 100' R.C.R. Δ80°25'52" T84.53'

"PS" 0°34'C.R. Δ11°09'08" T621.53'

"DP" 100' R.C.R. Δ84°26'15" T90.75'

"DP" 427+85.48 P.C.C.

"DP" 426+92.70 P.O.C.

"BLG" 430+24.68 P.O.T.
"BL" 430+24.68 P.C.

"BL" 432+74.68 P.T.

"BL" 428+80.00 P.O.T.
"PB" 46+64.00 P.O.T.

"BT" 428+53.16 P.O.T.
"PB" 46+43.00 P.O.T.

"DP" 428+32.85 P.T.
"PB" 46+35.0 P.O.T.

"BRP" 46+46.00 P.O.T.
"PB" 45+35.00 P.O.T.

"PS" 428+68.58 P.C.
78°46'54.2" PORTLAND

"BRP" 20' R.C.L. Δ90°00' T20.00'

"BRP" 45+35.00 P.T.

"BRP" 45+23.58 P.C.

"BRP" 44+23.59 P.T.

"BRP" 43+29.33 P.C.

"BT" 430+24.15 P.O.T.
"BRP" 41+41.33 P.O.T.

"BL" 4°C.L. Δ10°00' T125.32'

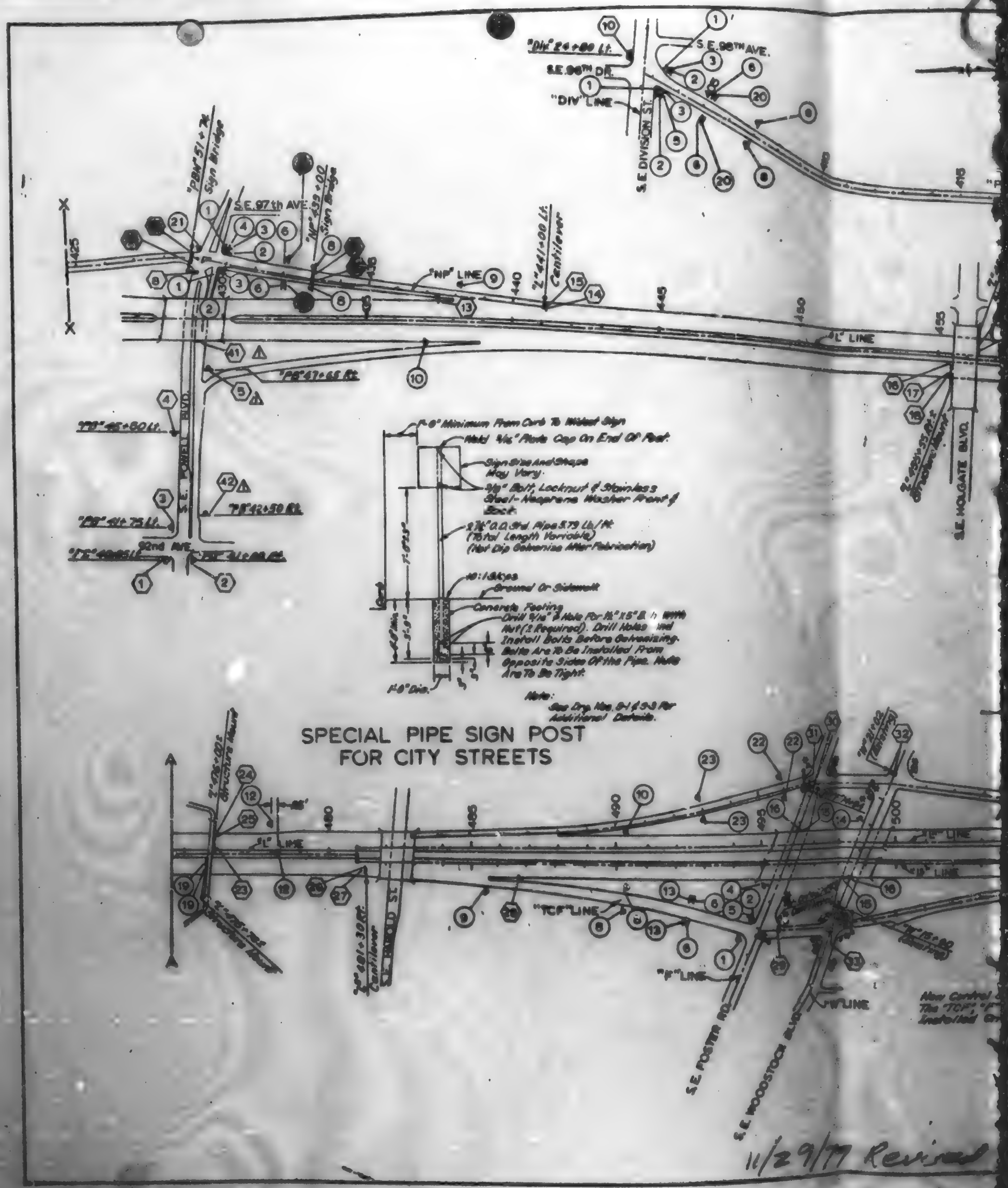
"BT" 433+22.72 P.C.

"BRP" 30' R.C.R. Δ180° T94.25'

BEGINNING OF PROJECT I-205
STA. 435+00

MATCH LINE 'B'

SPECIAL PIPE SIGN POST FOR CITY STREETS



1'-6" Minimum From Curb To Widest Sign
Weld 1/16" Plate Cap On End Of Post.
Sign Size And Shape May Vary.
3/8" Bolt, Lockmut & Stainless Steel - Nagarene Washer Front & Back.
2 1/2" O.D. Std. Pipe 5.79 Lb/Ft. (Total Length Variable) (Hot Dip Galvanize After Fabrication)
10'-1 3/4 Type
Ground Or Sidewalk
Concrete Footing
Drill 9/16" Ø Hole For 1/2" I.S.P.S. With Nut (2 Required). Drill Holes And Install Bolts Before Galvanizing. Bolts Are To Be Installed From Opposite Sides Of The Pipe. Nuts Are To Be Tight.
1'-6" Dia.
Note:
See Dwg Nos. 941 & 943 For Additional Details.

11/29/77 Revised

14V-191

Accompanied By Drg. No's. S-1, S-2 S-3, S-4, S-5, S-6, S-7, S-8, S-9, 29443, 30935, 30940, 30941, 31104, 34084, 34085, 34086, 34087, 34088, 34089, 34090, 34091, 34092, 30817, 30816, 34093, 34094, 34095, 34098, 34100, 34101, 30937, 30938, 28936, 29404 & 34251

S.E. POWELL BLVD.-S.E. FOSTER RD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH & CLACKAMAS COUNTIES				SHEET No. 2L
RD. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(69)307		

PERMANENT SIGNING

⚠ Revised 10/11/79 - Alignment Of Powell Blvd.; Moved Sign 8; Added Signs 41 & 42

SIGN PLANS

(1) (8 Required)

(2) (5 Required)

(3) (4 Required)

(4) (2 Required)

(5) (2 Required)

(6) (6 Required)

(7) (2 Required)

(8) (6 Required)

(9) (3 Required)

(10) (3 Required)

(11) From (17) (2 Signs)

(12) From (16) (2 Signs)

(13) (2 Required)

(14) (1 Required)

(15) (2 Required)

(16) (2 Required)

(18) (2 Required)

(20) (2 Required)

(21) (1 Required)

(22) (2 Required)

(23) (2 Required)

"PD" LINE

"L" LINE

S.E. HOLGATE BLVD.

Future Sign 16'-0" x 16'-0"

Structure Mount

Cantilever

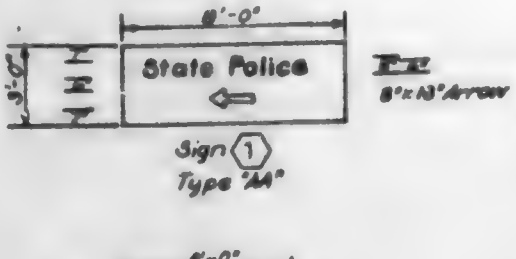
ONLY

Horn Control Signs To Be Installed On The "PD" & "L" Line Are To Be Installed On Mast Arm Poles.

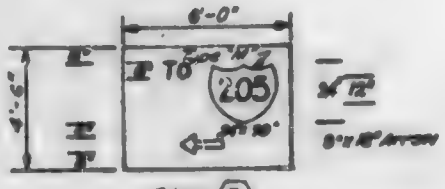
All Signs Not Shown Are To Remain In Place

*Existing Sign To Remain In Place

Mast Signs (7)



Sign (1) Type "AA"



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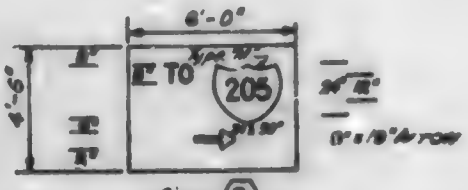

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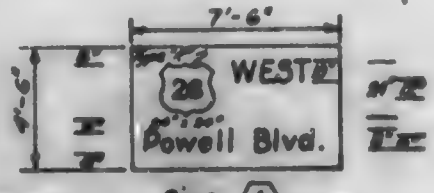
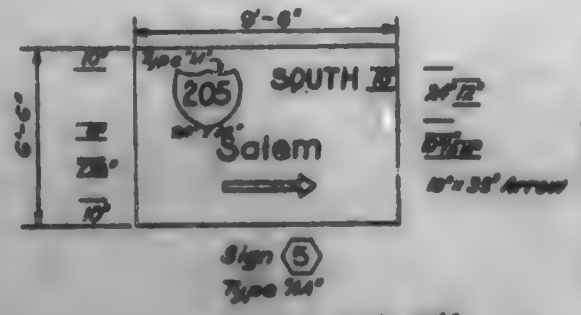
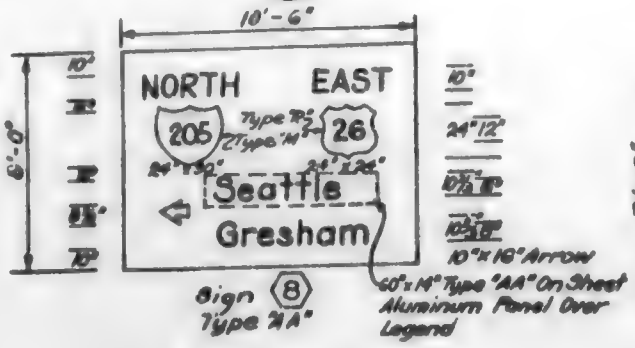


Sign (4) Type "AA"

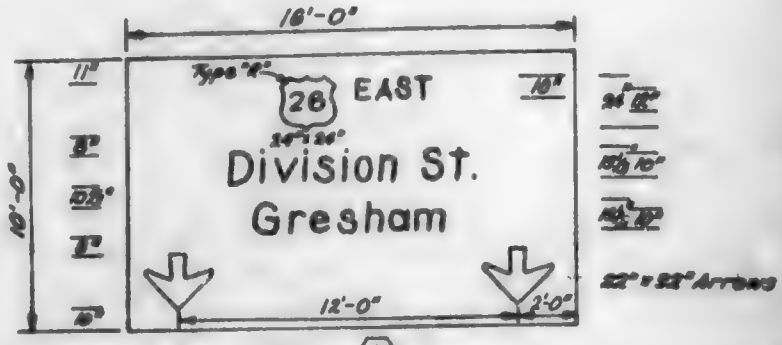


Sign (5) Type "AA"

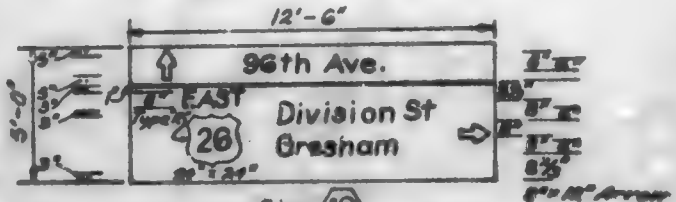


Sign (8) Type "AA"

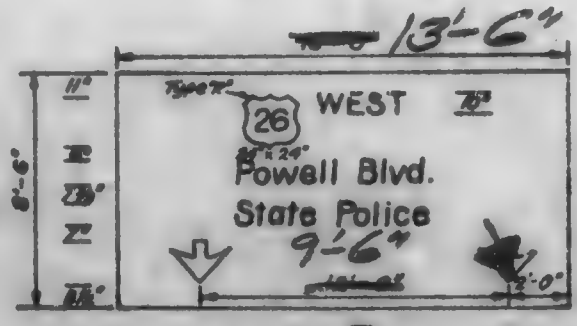
60"x14" Type "AA" On Sheet Aluminum Panel Over Legend



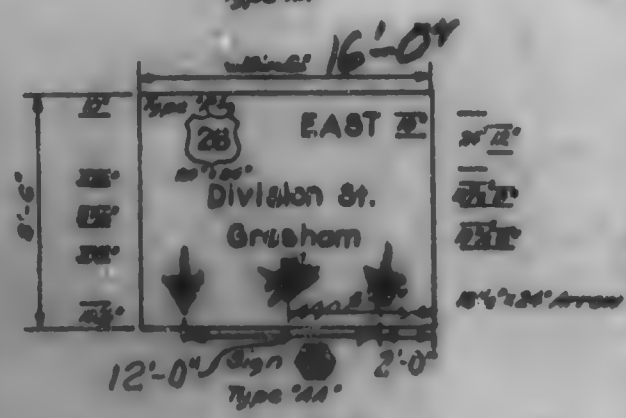
Sign (9) Type "AA"



Sign (10) Type "AA"



Sign Type "AA"



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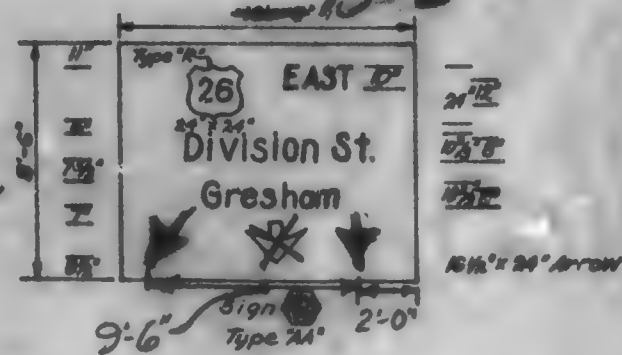
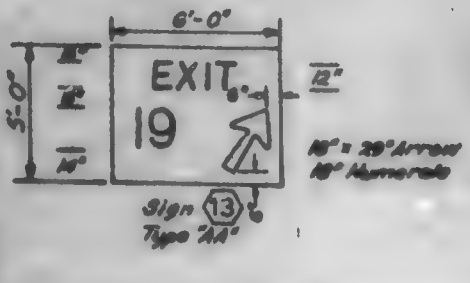
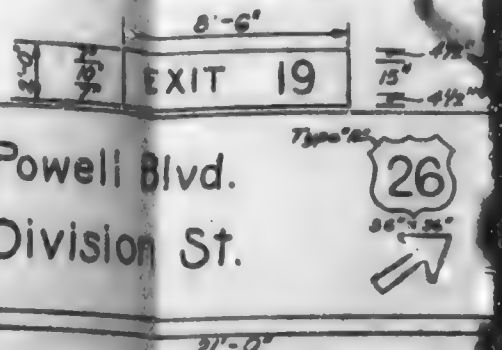


Sign Type "AA"

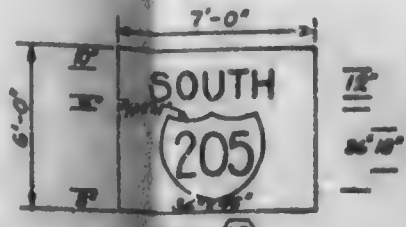
Sign Type "AA"



Sign (13) Type "AA"

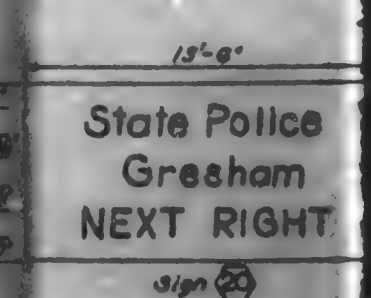


21'-0" Sign (14) Type "AA"

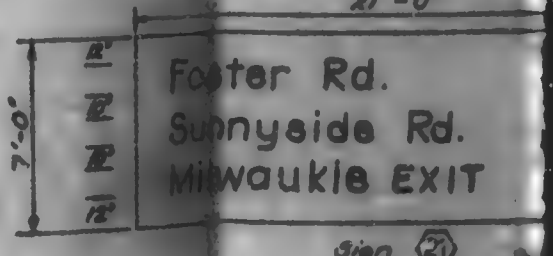


Sign (16) Type "AA"

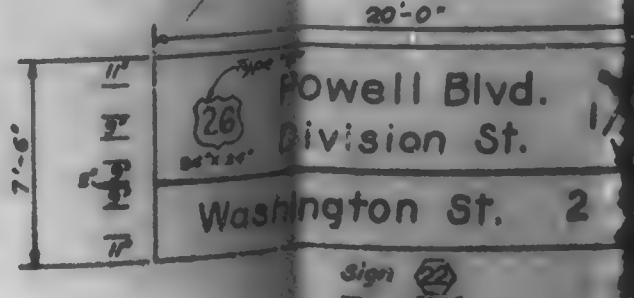
14'-0" Sign (17) Type "AA"



Sign (20) Type "AA"



Sign (21) Type "AA"



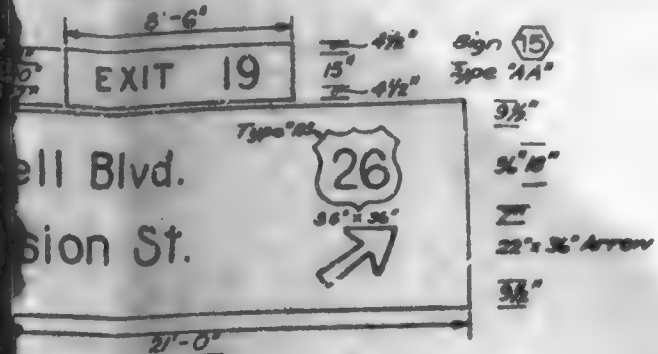
Sign (22) Type "AA"

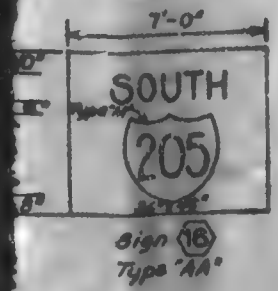
14V-191

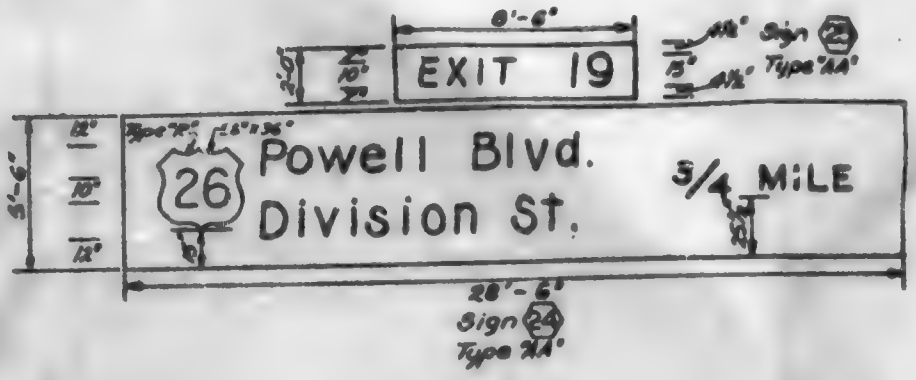
S.E. POWELL BLVD. - S.E. FOSTER RD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH & CLACKAMAS COUNTIES				2L-3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(69)307		

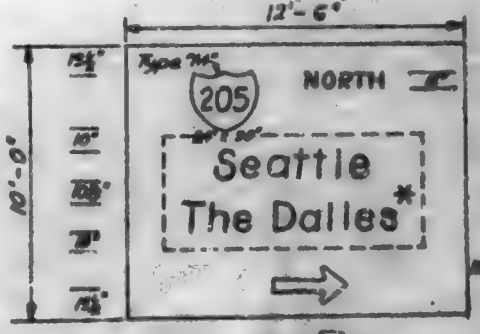
PERMANENT SIGNING

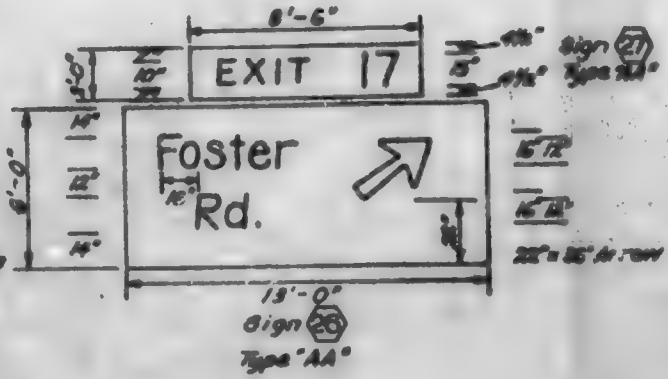
SIGN DETAILS

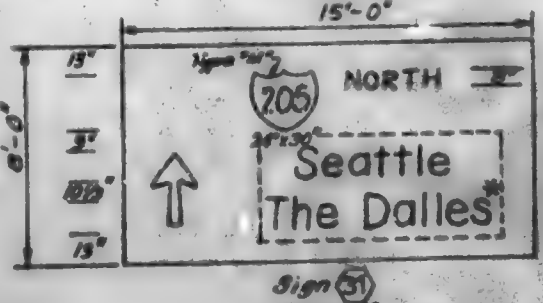


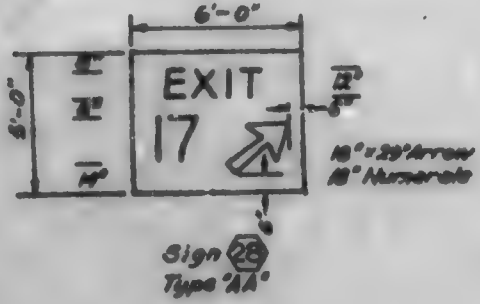


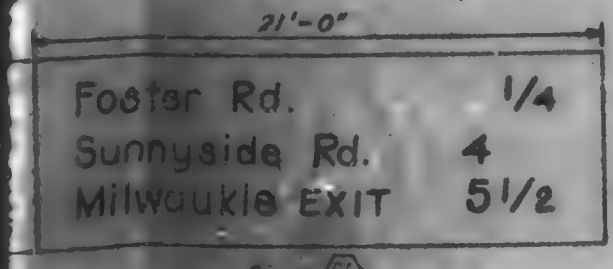


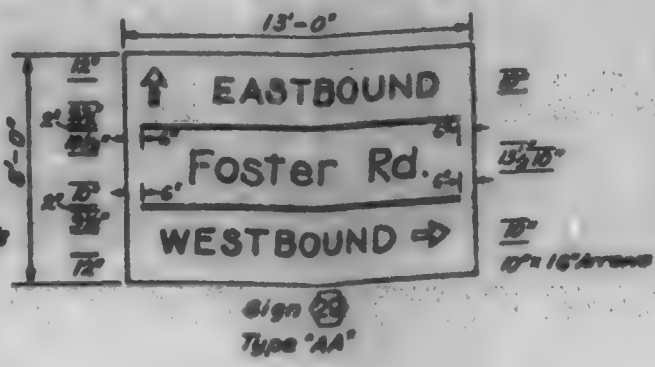


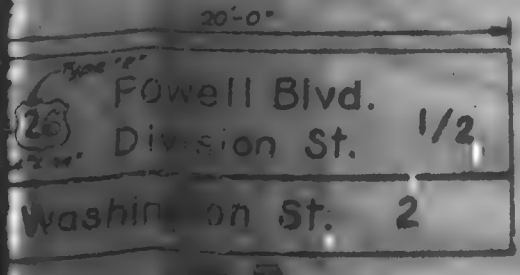










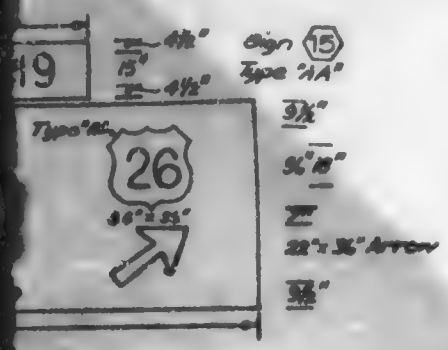


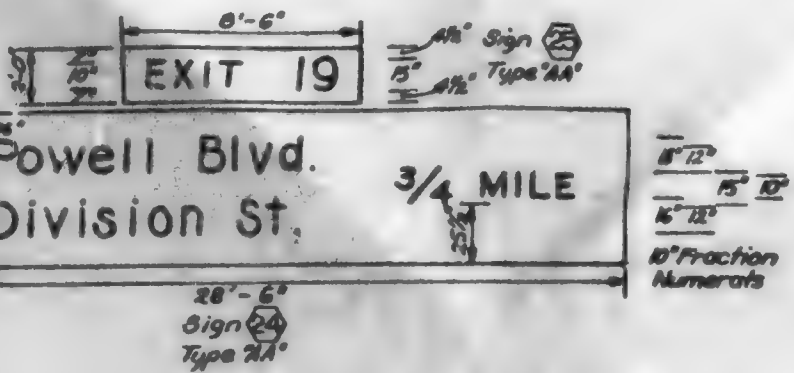
11/29/79 Revised signs 6, 7, 11 & 12

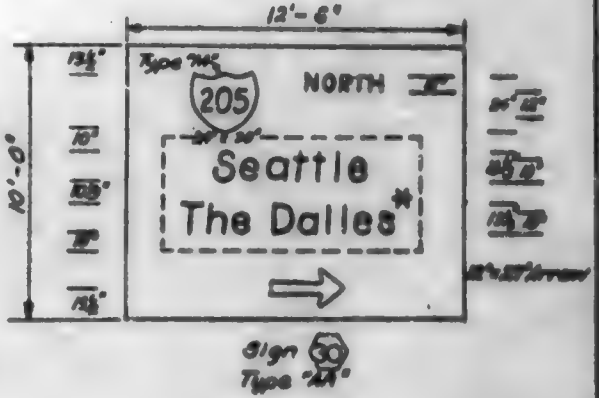
S.E. POWELL BLVD.-S.E. FOSTER RD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH & CLACKAMAS COUNTIES				SHEET No. 2L-3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON	I-205-7(69)307		

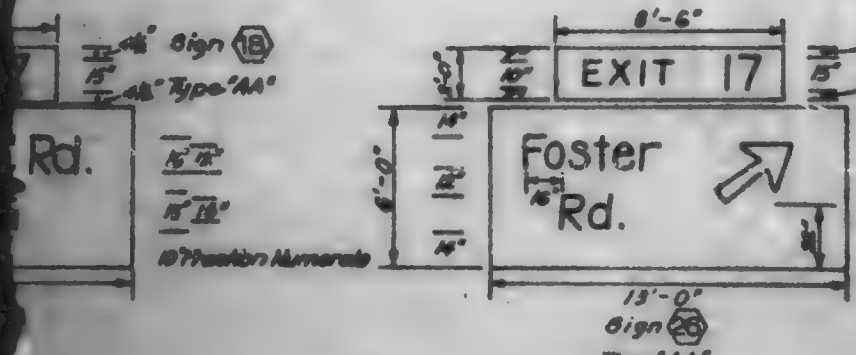
PERMANENT SIGNING

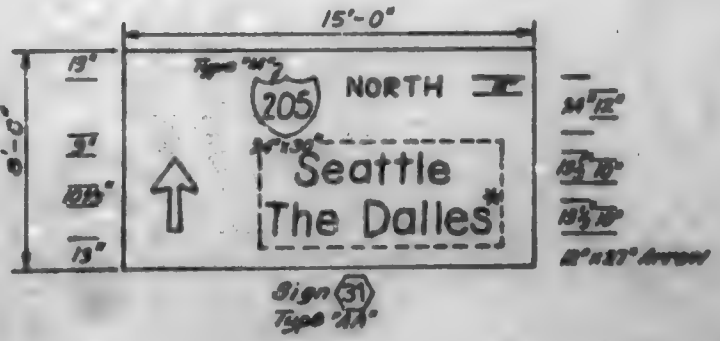
SIGN DETAILS

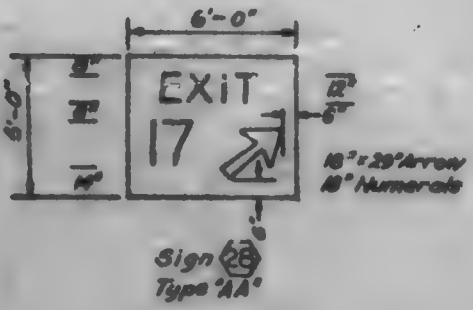


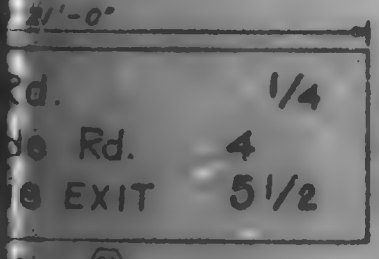


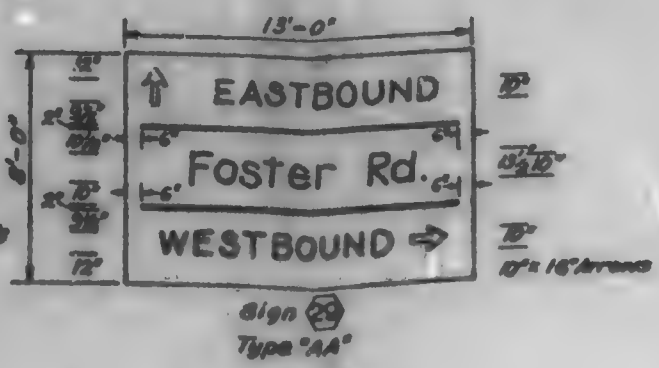


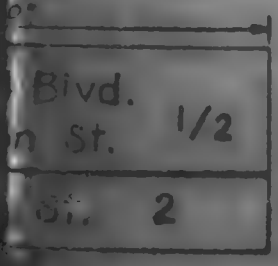












11/29/79 Revised signs G7, 11 & 12

8921

STATE OF OREGON

INTEROFFICE MEMO

1-205-58

CON 5
8921

TO: Mr. C. T. Keasey
Asst. State Highway Engineer

DATE: November 13, 1979

SUBJECT:
Illumination Revision
S.E.Powell Blvd.-S.E.Foster Rd.
East Portland Fwy.
Multnomah County

FROM:

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Attached is a reduced size print of drawing 34121 and the revised specifications. This drawing has been revised to accommodate the widening of Powell Blvd.

The structure-mounted sign on the Powell Blvd. structure is to be illuminated. The revised plan shows the added sign illumination conductors necessary. Poles 84 and 95 are joint use traffic signal-illumination. Signal plans will follow specifying pole details and location.

Additional cost is involved. Estimate of cost is attached. FHWA approval has not been obtained by this office. Please initiate PA.

RAE:dh
Attachments (1 set)

cc Roy T. Heinz /w/ 5 full size and 15 reduced size prints
E. L. Hardt /w/ 1 set
FHWA /w/ 2 sets - Please return 1 set with your approval noted thereon.
J. H. Versteeg /w/ 1 set

REFERRED TO
Deard Stoudenmayer
Cole Sample
Eriksen ZE Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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81-125-1987

CON 8921
S.E.Powell Blvd.-S.E.Foster Rd.
East Portland Freeway
November 7, 1979

The Special Provisions and Supplemental Standard Specifications have been revised as follows:

SECTION 651 - HIGHWAY ILLUMINATION

651.05 Metal Light Pole Table - Change the following pole data to read as shown:

Pole No.	Station	Attach. Height of Arm	Upsweep Arm Length	Upsweep Arm Rise	Luminaire Watts	Luminaire Type	Mount. Height	Note
81	"PB" 54+55 Lt.	39'	15'	5'-10"	400	M-N-IV	45	F
83	"PB" 52+10 Lt.	39'	15'	5'-10"	400	M-N-IV	45	F
84	**	43 1/2'	6'	1'-6 1/2"	400	M-N-IV	45	**
90	"PB" 46+55 Lt.	39'	15'	5'-10"	400	M-N-IV	45	W
92	"PB" 44+60 Lt.	39'	15'	5'-10"	400	M-N-IV	45	F
94	"PB" 42+60 Lt.	39'	15'	5'-10"	400	M-N-IV	45	F

Include the following poles:

82	"PB" 53+20	39'	15'	5'-10"	400	M-N-IV	45	F
88	"PB" 47+50	39'	15'	5'-10"	400	M-N-IV	45	F
91	"PB" 45+55	39'	15'	5'-10"	400	M-N-IV	45	F
93	"PB" 43+60	39'	15'	5'-10"	400	M-N-IV	45	F
95	**	39'	15'	5'-10"	400	M-N-IV	45	**

** Joint use traffic-illumination poles. See revised signal plans and specifications for pole details and location.

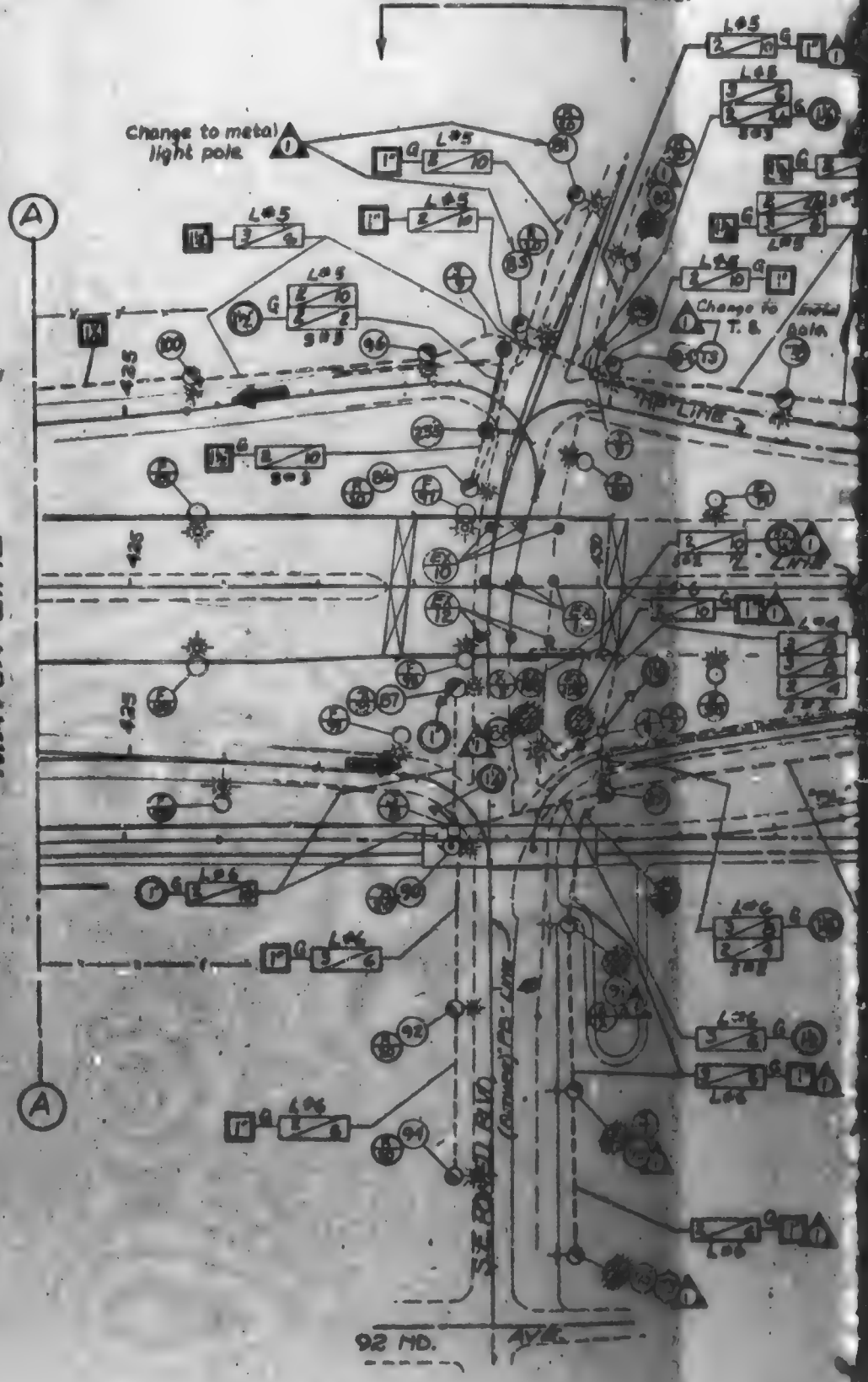
Note: Luminaire arm for Pole 84 shall be installed perpendicular to the "NP" line.

CON 8921
S.E.Powell Blvd.-S.E.Foster Rd.
East Portland Freeway
November 7, 1979

The cost estimate for the revision to Powell Blvd. is as follows:

Add 6 pole foundations	$ 4,500
Add 6 metal light poles and arms	9,000
Add 5 luminaires and ballasts	1,400
Additional conduit, wiring, lamps, etc.	7,000
Delete 3 wood poles and arms	(-1,800)
	$20,100

See dwg. no. 33790 for details of existing underdeck illumination circuits on Powell Blvd. structure.



MONTHLY SYSTEM ENERGY UTILIZATION*
10,475 KWH @ 343 hours/month* Interchange Illumination (Circuits L#1, L#5, L#6).
1,851 KWH @ 343 hours/month* Continuous Freeway Illumination (Circuits L#2, L#3, L#4).

*Includes future lighting loads

DESIGN VALUES		
LOCATION	AVE. MAINT. FC	AVE./MIN. UNIFORMITY
"L" LINE	0.6 fc	4:1
Ramps	0.6 fc	4:1
Powell Blvd.	2.0 fc	4:1

IL	
POLE NUMBERS	
1-27 [illegible]-51,53-65,68-136	[illegible]
28-29	5
66-67	4
[illegible] 92, 94-99	3
[illegible] Underdeck**	[illegible]
[illegible] Underdeck	[illegible]
[illegible] and Underdeck	[illegible]

**[illegible] Lighting

...talls
...nation
...ructure.

Scale in Feet
0 50 100 200

"HP" LINE
"PS" LINE
"PL" LINE
"SLC" LINE (FUTURE)
"SLC" LINE (FUTURE)
MAIN LINE

This luminaire only is future

Change to T. & Mast Arm

LEGEND

(T3) Joint-use traffic signal - illumination pole. See revised signal plans and specifications for pole details and location.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRAWING.
FOR EXAMPLE:
INDICATED SCALE 1"=4'-0" SHOULD BE READ 1"=2'-0".
INDICATED SCALE 1"=10'-0" SHOULD BE READ 1"=5'-0"

ILLUMINATION DATA

POLE NUMBERS	MTG. HEIGHT	LUMINAIRE SIZE	LUMINAIRE TYPE	LUMINAIRE DIST.	LAMP NOMINAL WATTS	LAMP TYPE	LAMP INITIAL LUMENS
1-27,30-31,53-85,88-136	48'	1000	IV	M	400	H.P.S.	50,000
28-29	50'	1000	IV	M	400	H.P.S.	50,000
86-87	45'	400	III	M	400	H.P.S.	50,000
30-32, 34-35	35'	400	II	M	150	H.P.S.	16,000
Harold Underdeck**	17'	150	V	-	70	H.P.S.	5800
Holgate Underdeck**	17'	150	V	-	70	H.P.S.	5800
[illegible] Underdeck**	17'	400	V	-	150	H.P.S.	16,000

APPROVED: Walter L. Hunt
BRIDGE ENGINEER

DESIGNED R.A.B.
DRAWN GUERRERO
CHECKED R.W.P.
REVIEWED G.W.B.
REVIEWED R.W.P.
CALC. BOOK

DATE	REVISION
11-7-72	Added Light Poles

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

S.E. POWELL BLVD. - S.E. FOSTER SEC.
EAST PORTLAND HIGHWAY
MULTNOMAH COUNTY

ROADWAY AND SIGN ILLUMINATION

DATE FEB 1972
BRIDGE NO. 16312A

SHEET 2 OF 8
DRAWING NO. 24181

I-205
58

ROAD DESIGN SECTION 378-6558

October 25, 1979

L. J. Wallace
Bridge Design Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Structure Mount
S.E. Powell Blvd.-S.E. Foster Rd. Sec.
[redacted]
Multnomah County
Contract No. 8921

On the S.E. Yamhill St.-S.E. Powell Blvd. project, inserts for future structure mounted signs on the Powell Blvd. structure were included. The signs were not made a portion of the S.E. Powell Blvd.-S.E. Foster Rd. Section project, as it was not intended that Powell Blvd. be completed to its final widths in the subject area.

It is now planned to complete Powell Blvd. from 92nd. Ave. to the easterly side of its interchange with I-205. As a part of this price agreement, it will be necessary to install one 16'-0" x 6'-0" illuminated sign on the Powell Blvd. structure.

Will you please have the necessary structure mount and sign illumination plans and special provisions prepared and submitted to this office for inclusion in the price agreement. The smaller (4'-0" x 8'-0") sign, for which inserts were placed, is at present eliminated.

WSB:mw
cc: J. M. Verstoeg
F. Eriksen
W. S. Beard

Verstoeg ✓
Anderson
Christensen
Olsen
Sullivan
Terpin
Trout
Wakerlig

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#8921

STATE COPY

1-26-79

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	COUNTY	DIVISION
1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-26-79	Vincent J. Tabor, Asst. Area Engineer	I-205-7(69)307

IN COMPANY WITH
Marion Craft, Region Constr. Engr., and Bud Heinz, Resident Engr.

LOCATION
Interstate 205 - S.E. Woodstock, North 1.31 miles in Portland, OR
(S.E. Powell Blvd. - S.E. Foster Road Section)

CONTRACTOR NAME AND ADDRESS
Cascade Construction Co., Inc., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
5-15-79	$4,399,831.25	430 calendar workdays	5-29-79	6-7-79

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
———	See below	28%	18%

REMARKS

The prime contractor experienced some problems with grade control during placement of cement-treated base because of equipment difficulties. A fine-graded asphaltic concrete mix was utilized to correct this problem, and will be paid for at the contract unit price for the CTB.

Contractor's forces are presently making adjustment to the PCC laydown machinery and setting up remaining sections of the production plant adjacent to the Barlow School. Initial deliveries of sand failed the specifications for gradation and were removed from the site. The CR PCC paving subcontractor is expected to begin placement operations in several days (Acme-Vickrey) at the south end of the project-southbound lanes. Reinforcing steel has been laid out on the grade in preparation for paver pickup.

Work was also underway for construction of the sound wall at station 488+00 near the Foster Road on-ramp northbound. A section of block wall will also be constructed between the structure and the ramp gore area. The contractor will place a 12-foot wide panel on several ramps because inlet grades prevent operation of larger laydown machinery. I discussed this procedure with Mr. Heinz, Resident Engineer, and he informed me that contact had been made with the Design Section to suggest that these grades be kept at the subgrade line and sealed with plywood until the full width (16 foot) ramp panel was placed. The inlets could be raised afterwards. This possibility will be addressed further in the next report.

Once paving operations begin, the time elapsed versus work completed charge should balance.

T 205

8921

ROAD DESIGN SECTION 378-6556

July 25, 1979

Ed Hardt
Region 1 Engineer
A. D. Olson
Preliminary Design Engineer

Powell-Foster Section
East Portland Freeway (I-5)
Multnomah County

Attached are two copies of a sketch showing a typical installation of the proposed conduits under the ramps on I-205. These are to allow future installation of one or more conduits along the freeway for such things as air monitoring, ramp metering, traffic data, lighting, etc. These are as discussed with Tony George and others relative to the air monitoring program.

These were discussed with Bob Dixson and apparently their design is not critical other than to be able to find them in the future. We set them up to exert in the gore about five feet away from where the gore paving would end and to cross at about a 45° angle. We show to end the conduit about two feet back of the curb on both ends. I presume we could find them in the future based on that information or as shown on the "as constructed" plans. If you have a better location, use it, knowing the intent is to allow for future conduits parallel to the freeway on each side.

These are to be provided at both the on and off ramps on both Powell and Foster Interchanges on the present contract. Our intention is to show these on all future paving contracts on I-205 in order to provide this future flexibility.

A conduit across the freeway in the Harlow School vicinity was also discussed. It would appear that this could be installed at about Station 437+30 and used in conjunction with the conduits under the ramps in that same area. A print of the plan sheet of that area is attached.

Please have these five conduits constructed on the present contract.

ADO:dj
Attachments

cc REFERRED TO
Board 3 Hendricks
Ericksen 5 Lewis
Peterson 3E 4 Wescott
Bern Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Vorstoog
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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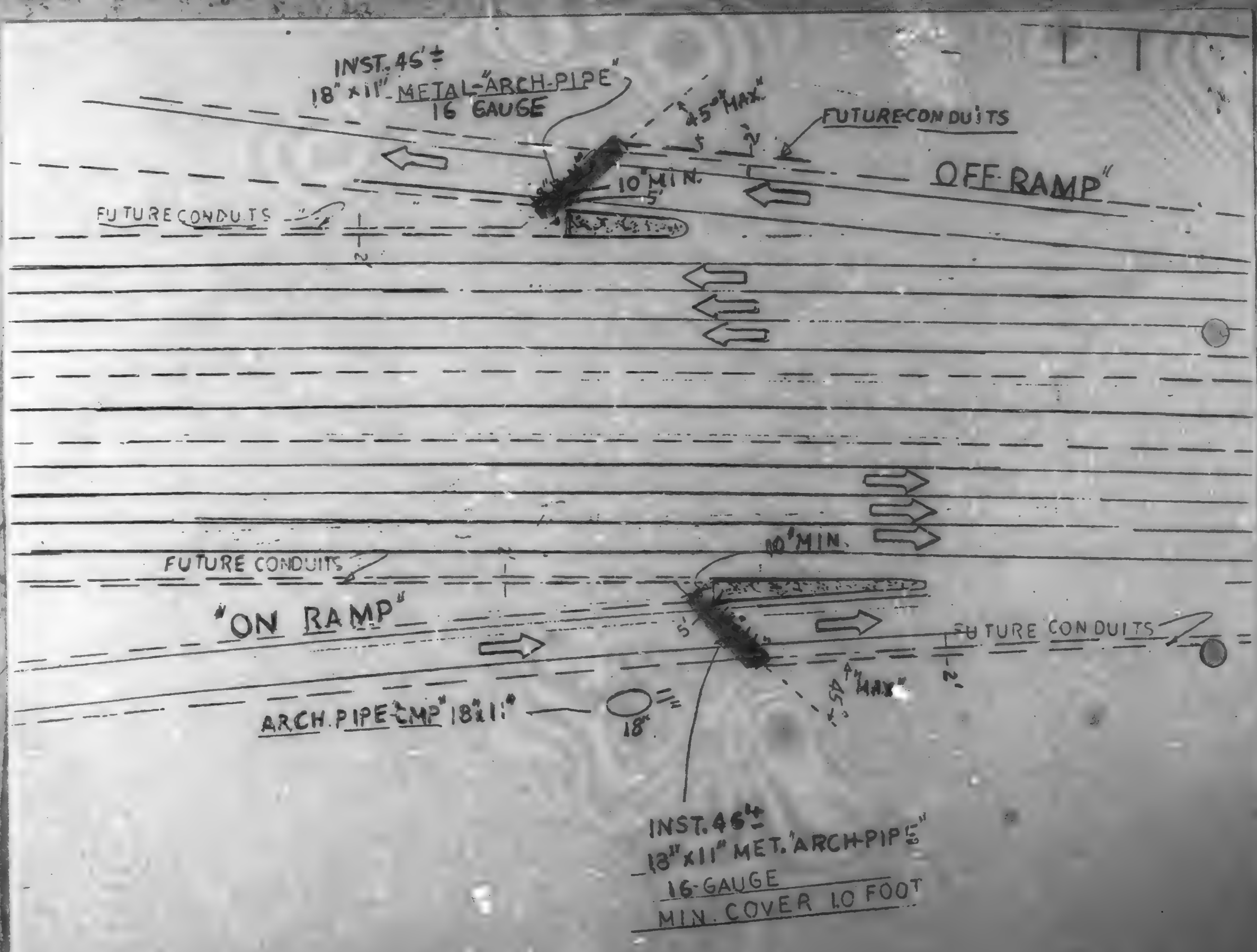
Show on future projects.


INST. 45'±
18" x 11" METAL-"ARCH-PIPE"
16 GAUGE
45° MAX
FUTURE CONDUITS
10' MIN.
OFF RAMP"
FUTURE CONDUITS
2'
10' MIN.
FUTURE CONDUITS
"ON RAMP"
5'
FUTURE CONDUITS
45°
4" MAX"
2'
ARCH PIPE CMP" 18"x11"
18"
INST. 46'±
18" x 11" MET. ARCH-PIPE"
16-GAUGE
MIN. COVER 1.0 FOOT

Sec.9, T.1 S, R.2 E, W.M.
PORTLAND

S.E. POWELL BLVD.-S.E. FOSTER R.
EAST PORTLAND FREEWAY H
MULTNOMAH & CLACKAMAS CO

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	I-205-7(69)307

Access Control Line

18" x 11" Conduits approx location

"NP" LINE

"BL-G" LINE (Future)

"L" 434+48.81 P.C.

NORTHBOUND

"L" LINE

SOUTHBOUND

"PS" LINE

"BL" LINE (Future)

"BLC LINE (Future)

"BL-G" LINE (Future)

"PS" 442+48.10 P.T.

"PS" 441+02.98 P.O.T. (61' Lt.)
"L" 441+02.98 P.O.C.

"PS" 442+82.14 P.O.T. (61' Rt.)
EQUA. "L" 443+81.16 P.C.T. Ahd.

"L" 431+50.00 P.C.

435+93.10 P.C.C.

Access Control Line

8921

1-205

ROAD DESIGN SECTION 3786558

June 27, 1979

Ed Wardt
Region I Engineer

A. D. Olson
Preliminary Design Engineer

Foster Offramp
Powell-Foster Section
[redacted] Freeway (S-[redacted])
Multnomah County

Attached is a suggested revision for the offramp terminal on Foster Road that will utilize the island and several other features that were overlooked when we worked up the plans.

For your interest I have attached the sequence of contract plans that lead up to the current job. The top two show the proposed striping plan and the suggested plan superimposed over the Foster-Causey signal plan. Presumably everything is laid out so that existing signal facilities, the island and the westerly sidewalk will all fit. The traffic pattern was reviewed with John Kemke and ability to turn-3 lanes right is necessary.

Please review this and, if it works, revise the construction plan accordingly. Copies have been given Traffic for their use in reviewing the signal work that may be needed.

It is fortunate that the Resident caught this and brought it to our attention before anything was lost.

ADO:ej
Attachments

cc: Limbacker
Tirbes

Vanture
Anderson
Christensen
Olson
Sullivan
Yang
Trout
Wakerlig

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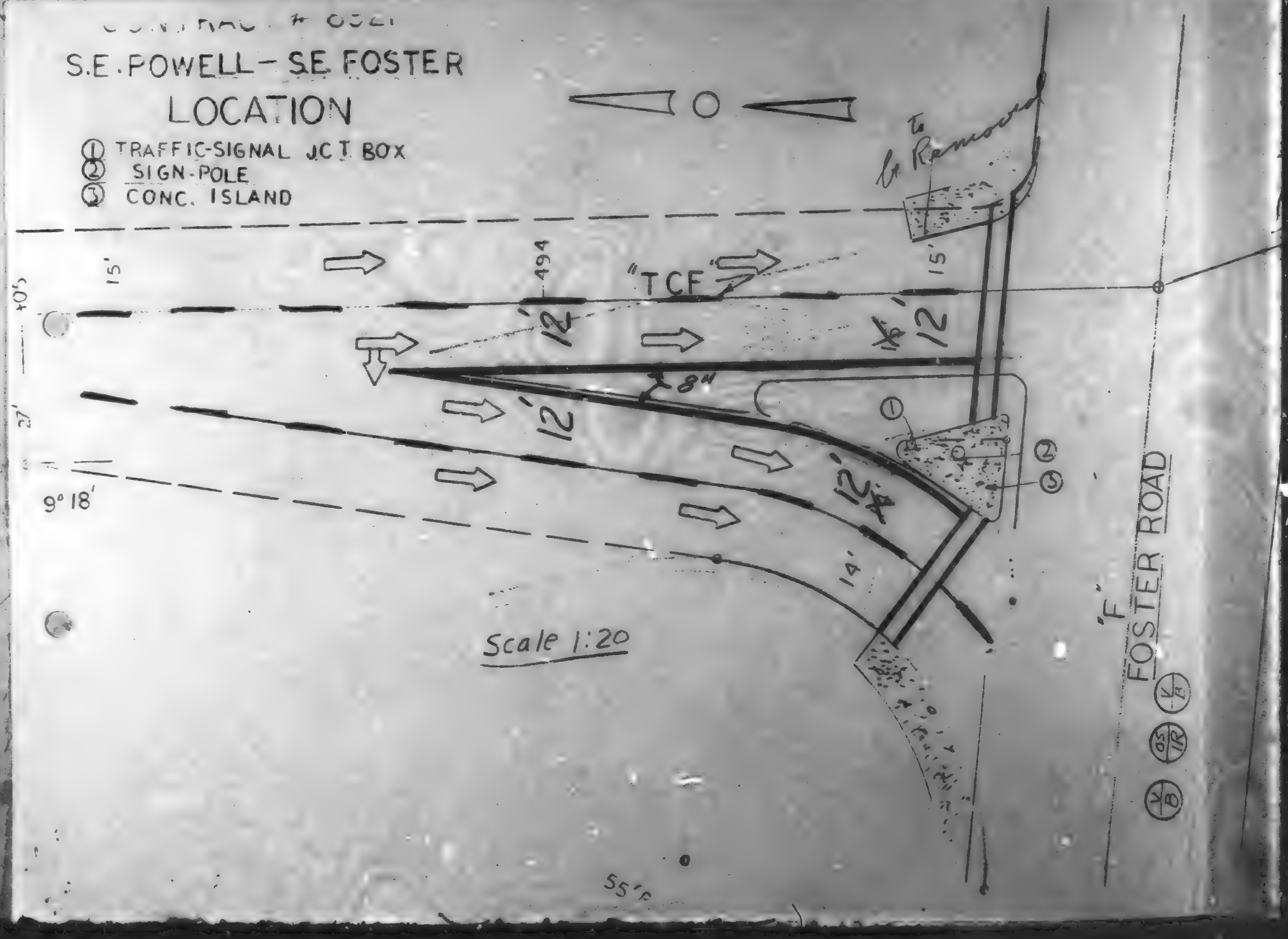
CONTRACT # 0521

S.E. POWELL – S.E. FOSTER

LOCATION

① TRAFFIC-SIGNAL J.C.T. BOX
② SIGN-POLE
③ CONC. ISLAND



E. FOSTER

ON

JC T. BOX

To be Removed

"W" ON

"TCF"

494

12'

12'

12'

12'

15'

8"

1

2

3

"F"

FOSTER ROAD

V/B

05/1R

V/B

Scale 1:20

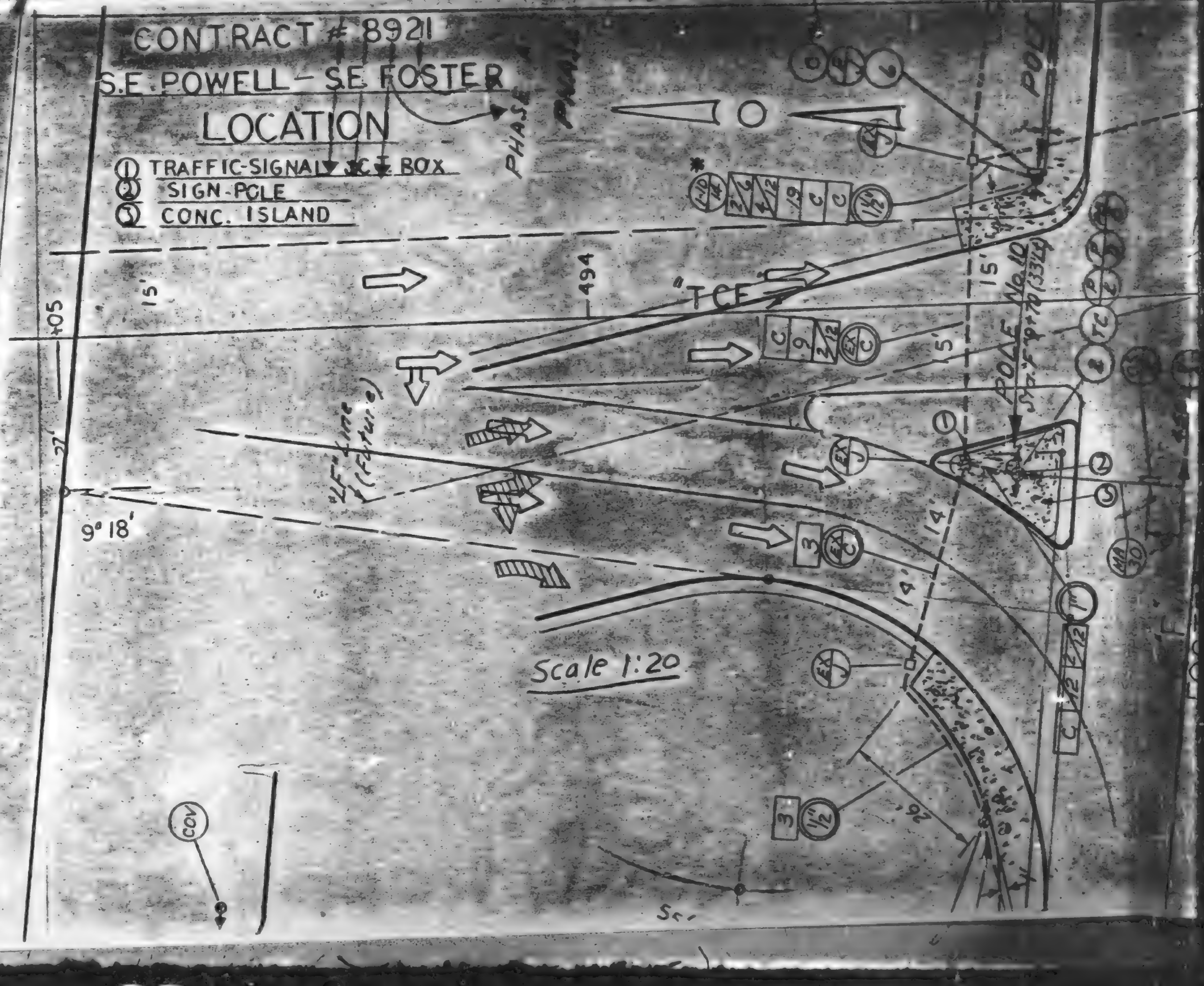
55'D

CONTRACT # 8921

S.E. POWELL – S.E. FOSTER

LOCATION

① TRAFFIC-SIGNAL & C BOX
② SIGN-POLE
③ CONC. ISLAND



TRACT # 8921

WELL – SE FOSTER

LOCATION

IC-SIGNAL JC BOX

N-POLE

. ISLAND

PHASE

494

"TCE"

15'

5'

POLE No.

FOSTER ROAD

Scale 1:20

Powell-Foster Paving Contract

"TCF" LINE

"FS-F" LINE (Future)

S. 7° 25' W.

"BL" LINE (Future)

S. 7° 25' W.

"TCF" 200' SP. a= 1.0 S= 2°00'

"TCF" 492+36.54 P.C.S.

"TCF" 494+36.54 P.I.

R/W

(Total)

E. FOSTER RD.

495

"TCF" 49
"BL" 494+
"F" 10+0

"TCF" LINE

"FS-F" LINE
(Future)

BL LINE
(Future)

S. 7° 25' W.

S. 7° 25' W.

"TCF" 200' SP.
a= 1.0
S= 2°00'

"TCF" 492+36.54 P.C.S.

"TCF" 494+36.54 P.T.

"FS-F" 495+2.
"F" 10+66+

"TCF" 495+10.88 P.O.T.
"BL" 494+95.72 P.O.T.
"F" 10+04.42 P.O.T.

E. FOSTER RD.

495

74'

(Lt.)

-4(Total)
~~628~~'(Total) 515'
~~400~~'392'

nage Basins-3(Total)

et 2F)

'61'

.2 (Total)

51'

2'(Total)

Grabing Plan Powell-Foster
"as constructed"

"BL" LINE

Access Control Line

R/W

"BLA" LINE
(FUTURE)

"BT" LINE

"LS" LINE

"FS-F" LINE

"G-1"

"G-1" Future

Stub & Plug

Stub & Plug 8"-3'

8"-80' (Future)

8"-48' (Future)

℄ 15"-106'

℄ 15"-114'

℄ 12"-90'

℄ 48"-262'

12"-74'

12"-24'

12"-200'

495' 12"

℄ 15"

3'

10'

12' 12' 12' 12' 12' 10'

12' 12' 12' 6'

14' 14'

1 2 3 4 8 9

combining plan Powell - Foster
"as constructed"

"BL" LINE

tal)

Access Control Line

R/W

"BLA" LINE
(FUTURE)

"BT" LINE

"S" LINE

"FS-F" LINE

"G-1"

"G-1" (Future)

Stub & Plug 8"-3'

8"-48' (Future)

Future 10"-48' Stub & Plug

12"-200'

12"-74'

12"-24'

12"-90'

15"-106'

15"-114'

48"-262'

48"

495

495 12"

495 15"

Built under Contract 11W 252

Foster - Woodstock

1-45

17.53

3'

12'

10'

14'

1/5"

1/2"

1-150

1-250

1-200

1-350

1-400

1-450

1-500

1-550

1-600

1-650

1-700

1-750

1-800

1-850

1-900

1-950

2-000

2-050

2-100

2-150

2-200

2-250

2-300

2-350

2-400

2-450

2-500

2-550

2-600

2-650

2-700

2-750

2-800

2-850

2-900

2-950

3-000

3-050

3-100

3-150

3-200

3-250

3-300

3-350

3-400

3-450

3-500

3-550

3-600

3-650

3-700

3-750

3-800

3-850

3-900

3-950

4-000

4-050

4-100

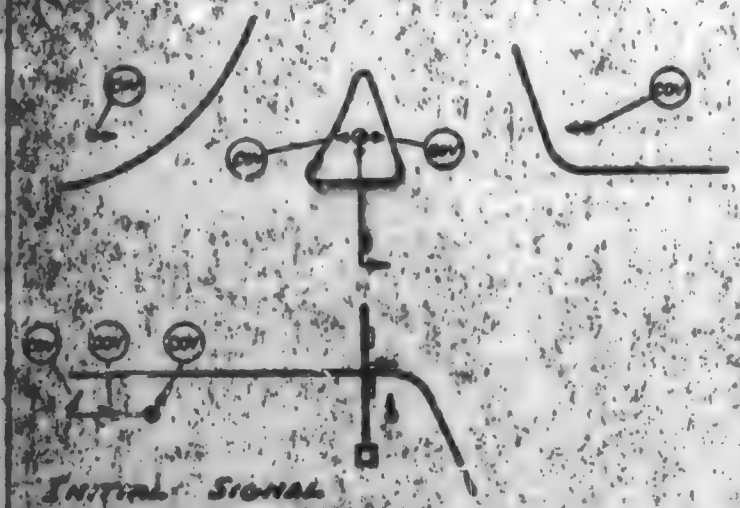
4-150

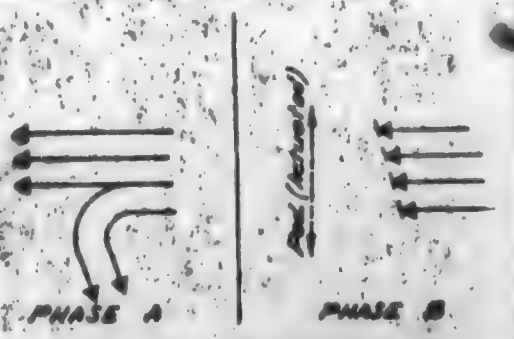
4-200

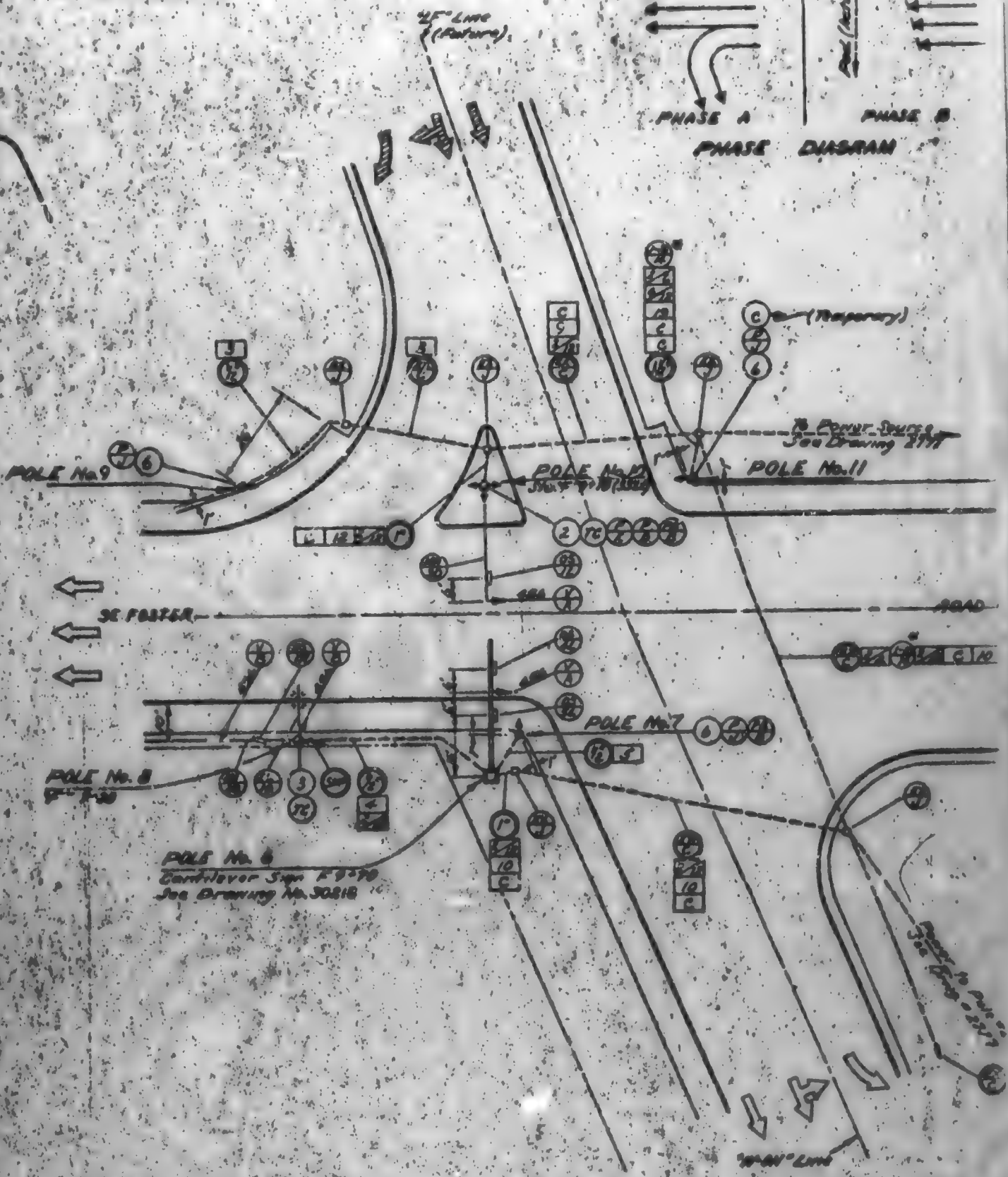
4-250

4-300

Foster - Cowsey Job







Foster - Woodstock Job

SI

"FC" 10+90.53 P.O.T. EQUA

"F" 8+00.00 P.O.T.

Access Control Line

"F" LINE

R/W

55' R.

"Gas"

S.A. S 28°00'00" W.

E.P. Water

10' R.

"W-ON" 494+78.94 P.O.T.

"F" 10+04.42 P.O.T.

"LF" 495+04.56 P.O.T.

12' 12' 12'

Telephone 503-774-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97266

June 13, 1979

FILE:

FROM: Roy T. Heinz, Res. Eng'r

SUBJECT: SE Powell Blvd - SE Foster Rd
East Portland Freeway
Contract: 8921

TO: E. L. Hardt
Region Engineer
Milwuakie

Attention: M. A. Craft

Enclosed is a sketch showing concrete island at foot of "TCF" line. This island does not appear on our plans and we are wondering if it was taken into consideration when traffic patterns and flows were determined.

7

1 Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 20 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

OD RE RME RCE BE
TE RECEIVED RSM
UE JUN 14 1979 RSC
SO REGION I RBI
TO

cc: Versteeg - with copy of attach.

This island was put in on Foster-Causey / paving contract. It doesn't look like it fits the projects traffic pattern shown on sheet 2L & 10 on the current contract. Please advise.

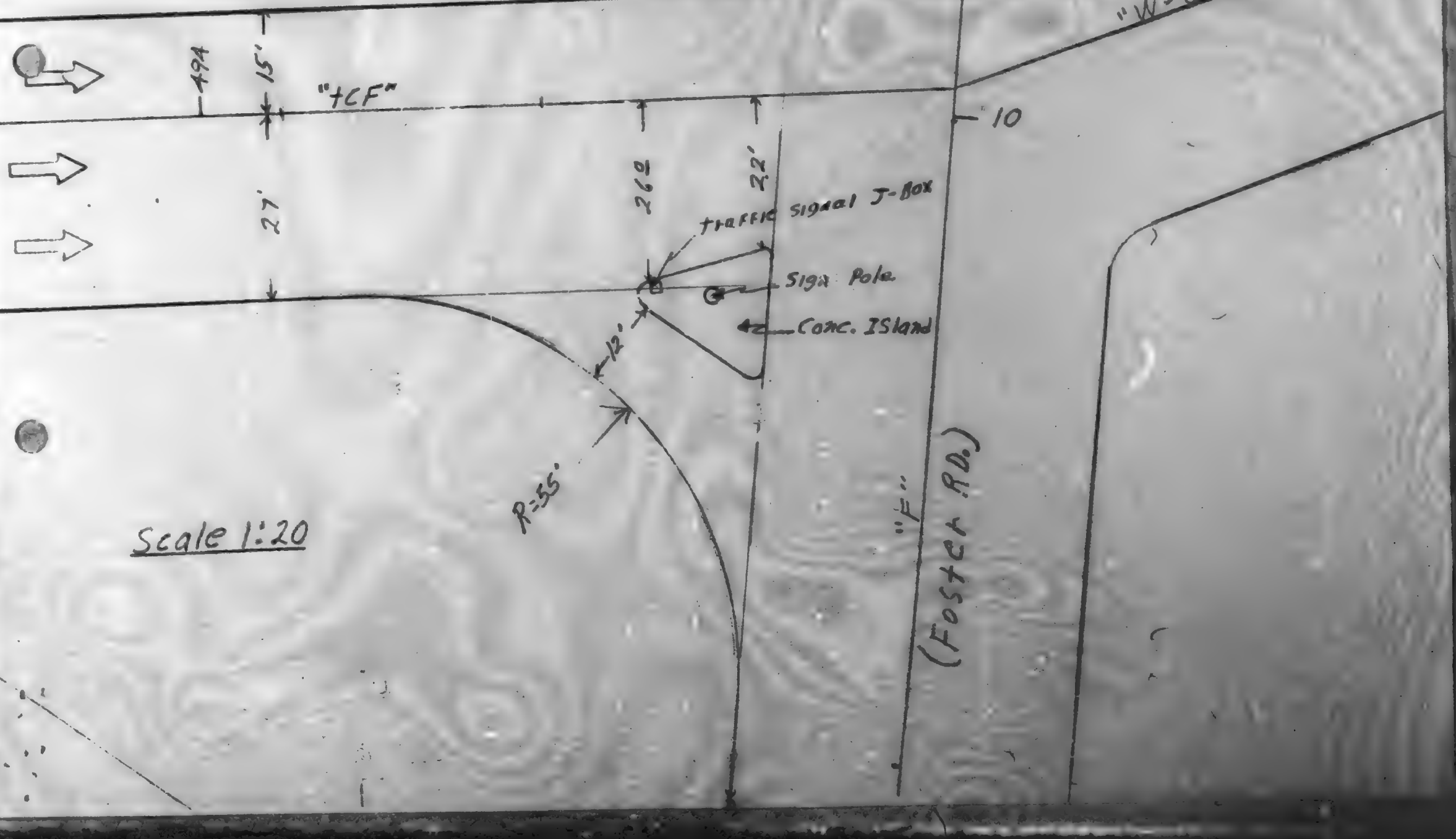
M. Craft

Contract # 8921

S.E. Powell - S.E. Foster

Location traffic Signal, Sign Pole & Conc Island

June. 80'



Scale 1:20

8921

Form 61-734-3000

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon, 97310

May 14, 1979

FILE:

SUBJECT: Preliminary Mix Design Testing on Lean Concrete Base

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

TO: C. T. Keasey
Asst. State Highway Engineer

NOTED
E. S. HUNTER

copy MAT 3

Lean concrete base which may be used on the Powell to Foster Section of Interstate 205 has been tested in the laboratory. Trial batch mixes fabricated using crushed aggregate indicate that the use of an air entrainment or fly ash admixture could be required to obtain satisfactory mix workability for slip form paving. Enclosed is test report #79-5014.

With crushed 3/4"-0, 1"-0 or 1½"-0 aggregate and a cement factor of 245 to 260 lbs. per cubic yard (approximately 7½% of aggregate dry weight), the LCB mix is of a harsh consistency and has a 7 day strength near the design level of 750 psi. The tests show that the addition of 1.5 percent fly ash or an air entrainment admixture provides improved mix workability and strength. Since the need for improvement of mix workability is dependent upon factors such as construction equipment used and aggregate type and gradation, it is uncertain that an additive will be required.

JEW:gs

cc: E. S. Hunter
Ed Hardt

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MAY 15'79
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FOR

Form 31-704-5000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

LEAN CONCRETE BASE (LCB)

19- 5014

Laboratory No. .....

Data Sheet No. none

Prefix 626-1043

Laboratory charge 275.00

Project Evaluation of Lean Concrete Base

Highway Laboratory Trial Batch Mixes

Contractor ..... No. .....

Submitted by .....

Source of Material Aggregate - Cascade Construction Co.; Cement - OPC, Oswego

Sampled or inspected at ..... To be used Lean Concrete Base

~~Sampled or inspected~~ tested by R.Delany & D.Shaw Quantity represented .....

Date received 3/30/1979

Date reported May 14, 1979

Base aggregate samples for this project were obtained from Santosh Pit, Sources no. 5-4-1.

A total of seven batches of concrete were mixed using various gradations and additives, with the following results:

Mix No.	21T79	22T79	23T79	25T79	26T79	27T79	28T79
Agg.Size	1-0	3/4-0	1 1/2-0	1 1/2-0	1 1/2-0	3/4-0	3/4-0
Water,%	9.5	11.4	9.8	8.0	7.9	8.8	8.9
Cement*,%	7.6	7.5	7.5	7.5	7.5	7.5	7.5
Fly Ash*,%	none	none	none	1.5	none	1.5	none
Slump,"	1	6 1/2	6	1/4	1 1/4	1/4	1 1/2
Air,%	1.5	0.7	0.8	2.4	4.7	1.7	7.0
7 Day,psi	755	410	680	1135	890	855	635
28 day,psi							
Workability,	poor	poor	poor	fair	good	good	good

(*) indicates based on dry weight of aggregates.

It was found that the addition of 1 1/2 % fly ash greatly improved workability of the mix and also increased the strength, however the greatest improvement in workability was achieved by the addition of an air-entraining agent. The mixes not containing fly ash or entrained air appeared to be very harsh and an excess of water had to be added to obtain any degree of workability. this may be due to the quantity and particle shape of the fines found in manufactured base materials.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Hardt
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X E. S. Hunter
- X C. Gregg

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jackson

8921

1-205

Salem, Oregon
May 1, 1979

Fred Eriksen
Design Engineer Supervisor

Roy Heinz
Resident Engineer

S.E. Powell Blvd.-S.E. Foster Rd. Section
~~East Portland Freeway Highway~~
Multnomah County

Your "as constructed" narrative report was very interesting. I was pleased to find that the grading quantities, shrink and haul had come out pretty closely to our figures. The excavation material, as you pointed out in your report, being mostly sands and gravels, was ideal except for the gravelly topsoil.

The storm sewer items came reasonably close to the estimated quantities generally, despite the revisions and adjustments that were necessary during construction.

I noticed the sidewalks constructed along the west side of all the city street connections on the "as constructed plans". That was a "nice touch" that will be appreciated by the property owners. We will be fencing along the private property line in those areas too, I expect.

This has been a very interesting section to prepare plans for and to watch from time to time as it develops under construction.

FE:mw
cc: Ed Hardt

Vanstrom ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Weberlig

RECEIVED
MAY 0 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8921

9

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1979

FILE:

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 26, 1979 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 26 on the following projects:

1. Moro Rock Production
   Sherman Highway, Sherman County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wilsonville Road @ Boones Ferry Road
   Wilsonville, Clackamas County
   Traffic Signals

   Same as No. 1.

3. The Dalles-California Highway @ Nels Anderson Place
   Bend, Deschutes County
   Traffic Signals

   Same as No. 1.

4. W. Stewart Parkway @ W. Harvard Avenue
   Roseburg, Douglas County
   Traffic Signals

   Same as No. 1.

5. Beaverton (Fred Meyer Access)
   Tualatin Valley and Beaverton-Hillsdale Highways
   Washington County
   Traffic Signals

   Same as No. 1.

6. Rogue River
City Streets, Jackson County
Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Rogue Valley Highway @ Charlotte Ann Road
Medford, Jackson County
Grading and Paving
Left turn refuge. Four 11-foot lanes with 3-foot shoulders. Refuge at Charlotte Ann Road, 14 feet. Curbs on both sides.

Same as No. 6.

8. Kingwood Street (Florence)
City Street, Lane County
Grading and Paving
42-foot roadway, curb to curb.

Same as No. 6.

9. S.E. Monterey Avenue-S.E. Harmony Road
Cascade Highway, Clackamas County
Traffic Signals
Existing 8-foot shoulders and 8-foot sidewalk left. Overlay and minor widening.

Same as No. 1.

10. Applegate River Bridge
FAS A323, Josephine County
Structure
6-foot shoulders on approaches with 7-foot bikeway left and right on the structure.

11. Hubbard/Broadacres Road-Case Road
Yergen Road, Marion County
Grading and Base
32-foot gravel roadway to be paved at a later date by others

Same as No. 6.

12. S.E. Powell Boulevard-S.E. Foster Road
East Portland Freeway, Multnomah County
Paving
A 10-foot Class I Bikeway included in this project

13. Columbia River Highway-Hermiston
Hermiston Highway, Umatilla County
Paving
4 and 5-foot shoulders to be striped and signed as a bikeway

14. Wilson River Highway Jct.-Vista Ridge Tunnel
Sunset Highway, Washington and Multnomah Counties
Paving
10-foot shoulders provided on this project

Same as No. 6.

15. Lafayette Highway-Webfoot Road
Palmer Creek Road, Yamhill County
Grading, paving and structure
4-foot shoulders provided on this project

Same as No. 6.

16. Lone Rock Junction-Rock Creek
Wasco-Heppner Highway, Gilliam County
Oiling
24-foot oil roadbed

Same as No. 6.

17. Madras/Prineville Highway-Culver Highway
The Dalles-California Highway, Jefferson County
Paving
4-foot shoulders available on this project

Same as No. 6.

18. Odell Lake Rock Production
Willamette Highway, Klamath County
Aggregate Crushing

Same as No. 1.

19. Judkins Point Over Crossing
McKenzie Highway, Lane County
Structure Repair

Same as No. 1.

RS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8921

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-4-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(69)307

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 71001

COUNTY NAME Multnomah

PROGRAM STAGE (Check) 1. 2.

RECEIVED STATE HWY ENGR APR 20 '79 REFER TO FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-20 orig to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-4-79	Interstate 205	Primary 64

GENERAL LOCATION:

S.E. Powell Blvd. - S.E. Foster Rd.

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Program Change See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 12, 1979, this will confirm the verbal approval of program change effective April 4, 1979 as follows. Include Appropriation Code 042 to supplement 045 funds.

Appn. Code	Total Cost	Federal Funds
045	$1,856,959	$1,712,487
042	3,114,907	2,872,567
Totals	$4,971,866	$4,585,054

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	S. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-767

8921

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-4-79

FEDERAL AID PROJECT NO. I-205-7(69)307

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 71001

TO: Mr. H. S. Coulter, State Highway Engineer, ODOT, Salem, Oregon

RECEIVED STATE HWY ENGR APR 10 '79

REFER TO

FOR

Info | Inves | R/D | D/R | Sign | Att | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	4-4-79	Interstate 205	Primary 64

GENERAL LOCATION: S.E. Powell Blvd. - S.E. Foster Rd. Section

GENERAL DESCRIPTION OF WORK: High type pavement, illumination, and signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping S.F. $1,800
Remove Striping (Perm.& Temp.) S.F. 1,000
Temporary Erosion Control 5,000
On the Job Trainees $10,400

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 2, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,971,866 - Federal Funds $4,585,054.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	S. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-74) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8921

Victor Atiyeh
Governor

Oregon State Highway Division

April 2, 1979

NOTED
E. S. HUNTER

Mr. Martin L. Cawley
Marketing Manager
Associated Reinforcing
Bar Producers
180 North LaSalle Street
Chicago, Illinois 60601

Dear Mr. Cawley:

Re: SE Powell Blvd.-SE Foster Road
East Portland Freeway
Multnomah & Clackamas Counties

As indicated in my letter to you on February 26, 1979, we were considering revisions to the subbase design. These changes have now been made and we are proceeding with preparations to call for bids on April 26, 1979.

Attached are xerox prints of the typical sections as promised to you earlier.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter

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APR 3 '79
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FOR
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Form 81-734-3122

8921

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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 13, 1979

FROM: Art Brummitt
Specifications Supervisor

SUBJECT: SE Powell Blvd.-SE Foster Road
East Portland Freeway

TO: C. T. Keasey
Construction Engineer

NOTED
E. S. HUNTER

COPY 5-1
Rho

Please find attached a copy of specifications for "Optional Plant-Mix Treated Base" which have been prepared for use on the subject project. This specification gives the contractor the option of placing either (a) plant-mix bituminous base, (b) plant-mix cement treated base, or (c) lean concrete base (CTB placed with slip-form paver). May we have comments from all interested parties as soon as possible.

AB:ab
cc: E. S. Hunter
J. H. Versteeg
John Jenkins
Clarence Gregg
Ed Hardt

RECEIVED
TECHNICAL SERVICES
MAR 14 '79
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

OPTIONAL PLANT-MIX TREATED BASE

Scope - This work consists of constructing a plant-mixed bituminous base or a plant-mixed cement treated base as the contractor may elect.

Plant-Mix Bituminous Base - If the contractor elects to construct a plant-mix bituminous base, it shall be constructed in conformance with Section 301 of the Standard Specifications supplemented and/or modified as follows:

301.11 Composition of Mixture - Delete the second paragraph of this subsection of the Standard Specifications and substitute the following:

At least 15 days prior to producing any of the bituminous base mixture, representative samples of acceptable materials proposed for use in the mix shall be furnished to the engineer for use in establishing the job-mix formula. No mixture will be accepted for use until the job-mix formula for the project is established.

Within the above ranges the engineer will establish the job-mix formula comprising a single percentage of aggregate and asphalt cement. The aggregate in the mix shall conform to the gradation requirements set forth in subsection 703.07(e) of the Standard Specifications. The established percent of asphalt cement shall be used and held uniform within a tolerance of plus or minus 0.5 to the job-mix formula.

301.13 Aggregate - The aggregate in the plant-mix bituminous base shall be either 1" - 0 or 3/4" - 0 in size and shall conform to the requirements given herein in subsection 308.13.

301.14 Asphalt Cement - The use of silicones as an additive to asphalt cement will not be permitted.

301.31 Weather Limitations - Delete subsection 401.31 of the Standard Specifications and substitute the following:

301.31 Weather Limitations - Bituminous base mixture shall be placed normally on dry prepared surfaces when the surface temperature is at least 40°F and the air temperature in the shade is 40°F or above and rising or 50°F or above. Placing of any mixture during rain or other adverse weather conditions normally will not be permitted, except that mix in transit at the time these adverse conditions occur may be laid if of proper temperature, if the mix has been covered during transit, if placed on a foundation free from pools or flow of water and if all other requirements of these specifications are met.

301.33 Bituminous Mixing Plant - In addition to the types of plants described in subsection 401.33 of the Standard Specifications the contractor may, at his option, elect to use a dryer-drum mixing plant. The dryer-drum mixing plant shall be specifically designed and constructed for the process of mixing aggregates and asphalt without preheating of aggregates.

The mixing plant used, regardless of type, shall conform to the requirements of subsection 401.33 of the Standard Specifications and the following modifications thereto:

1. Screens - Plant screens will not be required in the production of plant-mix bituminous base mixture.

If a mixing plant without screens is used vibratory screens or other suitable devices which will reject stones larger than 1-1/2 inches and eliminate lumps of aggregates which have become cemented together shall be installed and operated in the feeder mechanism ahead of the mixer.

2. Dryer-Drum Mixing Plant - If a dryer-drum mixing plant is used, the following subsections of the Standard Specifications will not apply: 401.33(a-4), 401.33(b-1), 401.33(b-2), 401.33 (b-3), 401.33(b-4), 401.33(c-4); also the second paragraph of subsection 401.33(a-8) will not apply to dryer-drum mixing plants.

301.34 Hauling Equipment - After each application of an approved coating material, and prior to loading, the vehicle bed shall be drained of all excess coating material by raising the truck bed, opening belly dump gates or operating the conveyor belt as appropriate for the type of equipment being used.

301.39 Drying and Heating Aggregates - Delete the last paragraph of this subsection in the Standard Specifications and substitute the following:

"The temperature to which the aggregates are to be heated shall not exceed 325 degrees Fahrenheit."

301.40 Heating Bituminous Cement - Delete the last paragraph of this subsection in the Standard Specifications and substitute the following:

"The temperature of the asphalt cement upon entry into the mixture shall not exceed 325 degrees Fahrenheit."

301.43 Hauling, Spreading, Finishing and Temperature Control - Contrary to the provisions of subsection 401.43, the temperature of the mixture at the time it is spread into final position shall be as designated by the engineer within the range of 240° to 300° Fahrenheit.

The moisture content of the mixture at the time it is spread into final position shall not exceed one percent.

Plant-Mix Cement Treated Base - If the contractor elects to construct a plant-mix cement treated base it shall be constructed in conformance with Section 308 of the Standard Specifications supplemented and/or modified as follows:

308.13 Aggregate - The aggregate in the plant-mix cement treated base shall conform to the following:

(a) When aggregates are subjected to five alternations of the sodium sulfate soundness test (AASHTO T 104) as modified herein*) the weighted percentage of loss shall be not more than 18%.

*Modifications of AASHTO T 104 - Delete paragraphs 5.3, 7.1.3 and 9.1 through 9.6 of AASHTO T 104 test method and substitute the following:

5.3 - For testing quarry-run material, the sample shall be prepared by breaking it into fragments passing the 3/4" sieve and testing as described for coarse aggregate and fine aggregate.

7.1.3 - In the case of quarry-run material, the loss in weight for coarse aggregate shall be determined by averaging the loss in weight of the 3/4" - 3/8" and 3/8" - #4 test fractions and for fine aggregate by averaging the loss in weight of the #4 - #8, #8 - #16, #16 - #30 and #30 - #50 test fractions.

9.1 - The report shall include the average loss computed to the nearest 0.1 percent determined as set forth in paragraph 7.1.3 for both coarse and fine aggregate.

(b) Durability - The source material from which aggregate base materials are obtained, produced or manufactured, shall meet the following qualifying test requirements:

Test	Test Method	Requirements
Degradation:		
Passing No. 20 Sieve	OSHD Standard*	30% Max.
Sediment Height	OSHD Standard*	3" Max.
Abrasion	AASHTO T 96	35% Max.

*Available from Engineer of Materials, Salem, Oregon 97310.

(c) If the slip-form machine option is used by the contractor in constructing the CTB the aggregate shall be either 1-1/2" - 0, 1" - 0 or 3/4" - 0 in size. If the slip-form machine option is not used the aggregates shall be either 1" - 0 or 3/4" - 0 in size. The aggregate shall be uniformly graded from coarse to fine and shall conform to the following grading requirements:

Sieve Size Passing	Sizes		
	1-1/2" - 0	1" - 0	3/4" - 0
	(Percentages by weight)		
2"	100		
1-1/2"	90-100	100	
1"		90-100	100
3/4"			90-100
1/4"	35-50	40-55	40-60
No. 200	0-8	0-8	0-8

Slip-Form Machine Option - In lieu of the provisions set forth in the Standard Specifications relative to spreading, compacting and finishing and the equipment used in each process, the contractor, if he so elects, may place the CTB with an approved slip-form paving machine. The slip-form paver shall be designed to spread, consolidate and screed the freshly placed CTB mixture in one complete pass of the machine. The paver shall be equipped with electronic controls to control line and grade from either or both sides of the machine.

The finished surface of the area placed by a slip-form paver shall have a uniformly closed texture. After strike off, no additional compacting or finishing effort shall be required except that needed to maintain grade. The finished surface of the CTB placed by the slip-form machine shall be within the grade and smoothness tolerances set forth in subsection 308.39. Low areas shall either be removed and replaced with CTB mixture or filled in with portland cement concrete pavement mixture at the contractor's expense.

Longitudinal weakened plane joints shall be formed by the insertion of an acceptable continuous plastic parting strip offset one foot laterally from the longitudinal weakened plane joints to be formed in the portland cement concrete pavement placed thereon. No transverse weakened plane joints will be required in the CTB.

Where it is not practical to use the slip-form paver to place the CTB full width the following shall apply:

(a) On the main roadbed section the slip-form paver shall be used for the entire width of the CTB except for the last five feet at each edge in each direction of travel.

(b) On ramps the slip-form paver shall be used to place CTB the full width of the portland cement concrete pavement to be placed thereon plus one foot on each side.

(c) The remaining width of CTB not placed with a slip-form paver shall be placed, consolidated and smoothed by other approved equipment providing an equivalent strength as determined by the engineer.

308.04 Bituminous Curing Seal - Delete this subsection of the Standard Specifications and substitute the following:

308.40 Curing Seal - CTB placed by slip-form machine methods shall have the entire exposed surface and edges covered with a curing seal consisting of a whit pigmented liquid membrane-forming compound conforming to the requirements of AASHTO M 148, Type 2. The membrane-forming compound shall be applied uniformly by pressure spray methods while the surface of the CTB is still moist at a rate which will form an impervious membrane when tested in accordance with AASHTO T 155.

CTB placed by other approved methods shall have the entire surface and exposed edges covered with a bituminous curing seal while the surface of the CTB is still moist. The liquid asphalt shall be applied by pressure spray method at a uniform rate between 0.25 gallon and 0.35 gallon per square yard of surface, the exact rate to be as designated by the engineer and as necessary to provide a continuous, unbroken curing membrane.

After the curing seal has been applied, it shall cure for a period of 4 days and during this period no vehicle shall be permitted to use the section. In case of damage to the curing seal, after application and during the curing period, the damaged section shall be repaired by the contractor immediately by resealing at his own expense.

Measurement - If the contractor elects to construct plant-mix bituminous base it will be measured for payment as described in subsection 401.82.

If the contractor elects to construct plant-mix cement treated base it will be measured for payment as prescribed in subsection 308.81 except that no separate measurement for payment will be made for the liquid asphalt used in the bituminous curing seal.

Payment - Payment for plant-mix bituminous base and/or cement treated base will be made at the contract unit price for the following pay items:

(a) Treated Base Mixture
(b) Cement in Treated Base Mixture

Item (b) above shall apply to either asphalt cement or portland cement in the treated base mixture as applicable.

If the contractor elects to construct cement treated base, no separate payment will be made for either the bituminous curing seal or the membrane-forming curing compound.

8921

March 8, 1979

Mr. Mike Huddleston, P.E.
Executive Director
Asphalt Pavement Association of Oregon
3747 Market Street, N.E.
Salem, OR 97301

Dear Mike:

Last month you wrote to me and requested that we change the design of the treated base from lean concrete to bituminous-treated base on the upcoming Powell to Foster Section of Interstate 205.

Since receiving that letter, we have thoroughly investigated the advisability of continuing with the lean concrete design. We have not been able to accumulate any conclusive evidence which would indicate that lean concrete is superior to either cement or bituminous-treated base.

Some states use lean concrete extensively and claim good success. We have never laid a lean concrete base under PCC pavement and would like to have the experience of at least one section. However, because of the unstable market with respect to price and availability of both asphalt and cement, I have decided that it is in the public interest to offer the project with alternate base designs. We will allow the contractor to bid either bituminous-treated base, cement-treated base, or lean concrete.

I know this does not answer your request to change from lean concrete to bituminous base, but I believe alternate bids will allow us to take advantage of the market and obtain a quality product.

Sincerely,

E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

ESH:ja

bc H. S. Coulter
R. N. Bothman
J. H. Versteeg
John Jenkins

MIKE HUDDLESTON
Executive Director
BOB COPELAND
President
GARY WILDISH
Vice President
JON MORSE
Secretary / Treasurer

ASPHALT PAVEMENT
ASSOCIATION OF OREGON

3747 Market Street, N.E. – Salem, Oregon 97301
(503) 363-3868

February 8, 1979

Mr. Ed Hunter
Assistant Highway Engineer
130 Transportation Building
Salem, Oregon 97310

/ Versteeg
Christensen
Gaerge
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB 15 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Dear Ed:

I would like you to consider a change in your design of the treated base for the upcoming section of I-205. My reasons for this suggested change are as follows:

1. The number one cause of failure in concrete pavement is the pumping of the subgrade. At joints and cracks, moisture enters, penetrates the subgrade which either flows or is pumped out, and a void exists under the pavement. This void, in spite of continuous reinforcement, allows a rocking action and the thumping begins and cracking and breakup is accelerated.

2. The number one way to seal this off is black base not lean concrete or CTB. These 1000psi concrete products are designed to break up and are expected to crack. So where is the protection from subgrade pumping? It does not exist unless you use black base.

3. While I am discussing pavements, let me say that there is a complete oversell on the life expectancy of 8" of continuous reinforced concrete. In the state of Washington, the average life before overlay is 15 years, not 25. It is true that some look good for a longer period of time, but if you analyze skid resistance, tire chain damage, general deterioration, and the ride, the public will not be getting their money's worth after 15 years, and certainly no more than 18. Stop and check the pavements between Salem and Portland, the Dalles, Hermiston, and Salem south. They all could use some maintenance now but they won't get it because maintenance people won't go out and blade black stuff on top of white in spite of rutting, settlements, cracks, and bad ride — so the riding public suffers. Someday a lawsuit on skid resistance might change that.

orig to Schroeder
2-9-79

2-14-79
Versteeg
Ok. OK to reply

BOARD OF DIRECTORS: Alen Hay, Bernie Hayes, Francis Lulay, Bill McConnell, Bud McDonald, Bob Wienert

4. Now back to my original complaint. Not only is the black better than lean concrete under concrete but it can be placed by Oregon contractors. There is not one PCC contractor in Oregon. If you slip form the lean concrete, you are giving the whole thing to Washington or California. Where are those contractors when you need legislative help, advisory committees, ballot measures passed etc? They are at home spending their profits out of state with no benefit to Oregonians.

5. Cement supply could also be a problem and I will assure you Asphalt supply will not be a problem.

6. Damage under construction traffic — I will also assure you that construction traffic will do less damage to 6" of black base than they would to 1000psi - lean concrete and you are not going to be able to keep them off of it at all times.

7. In my ten years with the Association, I have many times defended the Highway Department, its' personnel and methods, but this is one time I can't go along. It is a bad decision to use lean concrete on this I-205 contract or any other one for that matter.

Sincerely yours,

Mike Huddleston

Mike Huddleston, P.E.
Executive Director

MH/jh

cc: Fred Klaboe
Scott Coulter
Carroll Keasey
Hal Versteeg
Jim Wilson

8921

8

Victor Atiyeh
Governor

Oregon State Highway Division

February 26, 1979

Mr. Martin L. Cawley
Marketing Manager
Associated Reinforcing Bar Producers
180 North LaSalle Street
Chicago, Illinois 60601

Dear Martin:

Re: S.E. Powell Blvd.-S.E. Foster Rd.
East Portland Freeway
Multnomah and Clackamas Counties

Received your letter of February 13, 1979, requesting details on the design of the 11-inch CRCP we will be constructing on the above section of I-205.

We are considering some possible revisions to the subbase and are presently scheduling the project for an April 26, 1979, bid opening. As soon as the typical section details have been resolved we will send you a print. We are enclosing a copy of our Drawing No. 2070-A, which is our standard drawing for CRCP. The reinforcing called for amounts to 0.7 percent.

The surfacing design is based on a 20-year projected ADT of 82,000 with 7.3 percent trucks.

Very truly yours,

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: F. B. Klaboe

NOTED
F. B. KLABOE

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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-3122

Com 21-2
I-205

ASSOCIATED REINFORCING BAR PRODUCERS
180 North LaSalle Street • Chicago, Illinois 60601 • Telephone: 312/372-4872

HIGHWAYS AND TRANSPORTATION
CRC Pavements and Structures

MARTIN L. CAWLEY
Marketing Manager

KARL H. RENNER
Chief Engineer

February 13, 1979

Mr. Duane O. Christensen
Final Des. Engr., Road Design Section
Highway Division
Oregon Department of Transportation
222 State Highway Building
Salem, Oregon 97310

Dear Duane:

I was pleased to have the opportunity to briefly visit with you during my trip to Oregon last week. On Wednesday I met with Charles E. Snow, Regional Construction Engineer, FHWA Region 10, and discussed the FHWA's new NEEP 25 for Concrete Overlays. We were most pleased to learn that 11 inch CRCP for the new I-205 approach to the Columbia River bridge has been approved by the FHWA. The concept of providing an extra inch of concrete to compensate for tire stud damage and long term wear was used in Pennsylvania on their I-90 CRC overlay built in 1975.

It would be appreciated if you can provide typical details on the new I-205 section, showing subbase type, steel arrangement and percent, type of construction joints and projected ADT and % trucks for design.

We will look forward to visiting the project when paving is underway this year. If we can assist you in any way, please let us know.

Sincerely,

Marty

Martin L, Cawley, P.E.

P.S. I have enclosed a copy of the CRCP justification for the I-90 Edens, 10" CRCP in Chicago to be bid this March.

MLC:pgc
Copies to:
F. B. Klaboe
J. H. Versteeg
Byron Jones, PCA

NOTED
F. B. KLABOE

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ANALYSIS OF FREEWAY** REHABILITATION PROJECTS

By Sigmund C. Ziejewski*

REVIEW OF EARLIER FREEWAY** REHABILITATION PROJECTS

A recent article published in the Christian Science Monitor adequately described the interstate highway problem. Quote: "They didn't start building it until the late 1950's, and some of it is not done yet, but already much of the interstate highway system is getting old. It will not be too long - about three to five years, highway officials and industry experts say - before the bulk of the interstate super highways will have to be reconstructed," unquote.

I believe that every one in the industry would agree that, without exception every major city in these United States will be faced with a need to perform major reconditioning of their heavily traveled freeways. Some have already begun their reconditioning programs; others will face this need sooner or later.

We in the Chicago area are no exception. Recent traffic volumes monitored on the Dan Ryan and Kennedy Expressways show that these expressways are handling over 200,000 vehicles per day. Other Chicago expressways; namely, Eisenhower, Calumet, Edens and Stevenson are handling well over 150,000 vehicles per day.

This unanticipated high volume of traffic, especially the increase in trucks and in particular the larger tractor-trailer units, has accelerated our need for major expressway rehabilitation.

---

* District Engineer, Illinois Division of Highways, Schaumburg, Illinois.

** Expressways and freeways are used interchangeably in the text. All expressways referred to are freeways by AASHTO definition.

Preprinted for the ASCE Convention & Exposition
October 16-20, 1978

Recognizing this need for a continual program for reconditioning of its freeways, the Illinois Department of Transportation, in the early 1960's, engaged the services of Bertram D. Tallamy and Associates to evaluate the expressway reconditioning needs in the Chicago area. These services were also to include the development of a program to meet current and long range expressway rehabilitation needs on a continuing basis.

Based on this study, the Department embarked upon its first major expressway rehabilitation project when it undertook the reconditioning of the Edens Expressway in 1966.

In general, the reconditioning of this expressway consisted of replacement of deteriorated pavement areas and resurfacing with a 3-inch mat of bituminous concrete, the repair, waterproofing and resurfacing of expressway bridges, and the installation of pavement expansion joints.

In the main, Tallamy directed its study efforts toward pavement and structure reconditioning. Subsequent to earlier expressway reconditioning projects, we found that reconditioning by itself was not adequate. Design standards change, traffic operations change, traffic volumes change, safety requirements change, all requiring a modernization program as well as reconditioning.

In retrospect of our expressway programs, we have found our reconditioning techniques (e.g. pavement patching, resurfacing, installing pavement pressure relief joints, bridge deck repairs, bridge deck waterproofing, sealing bridge deck joints, etc.) have reduced our maintenance repair work and have extended the overall service life of our expressways by at least 8 years depending on traffic densities. Beyond that, wheel rutting, pavement and bridge deck pot holes begin to surface, drainage appurtenances start to show signs of deterioration, all of which results in escalating maintenance and delay costs to the motoring public.

If you have an opportunity to field review earlier expressway reconditioning projects in this area compared to recent projects, you will note a considerable difference.

Edens, Eisenhower, Calumet and Kennedy Expressways were some of the earlier reconditioning projects. The Dan Ryan and Stevenson Expressways were later projects in which modernization together with reconditioning was emphasized. The Edens Expressway rehabilitation project, scheduled to begin construction this year, will provide for total removal and replacement of the roadway to current design standards. It would appear that other expressway rehabilitation projects not meeting current design standards, will also follow this same format.

It is important to note that on the current Edens project, financing played a very important part in the development of work scope. The original construction of Edens Expressway was not funded with Interstate Funds, thereby permitting the major portion of the proposed Edens reconstruction to be funded with new interstate funding. This is based upon 90% federal participation - 10% State participation.

PRIORITIZING EXPRESSWAY/FREEWAY PROJECTS

There are several major factors which we feel enter into the prioritizing of expressway projects. Condition, safety, location, type of work, availability of funds, to name a few, are all important factors that serve to provide an order of need in the development of a multiyear expressway/freeway program.

To better evaluate and organize all data relating to need on the overall Chicago area expressway system, a District Expressway Task Force was formed in the year 1974. In the main, its purpose was to provide three major services Namely:

1. To collect, evaluate and prioritize expressway needs;
2. To coordinate District expressway work with other agencies so as to

ensure the availability of alternate routes when an expressway is under construction.

3. To recommend a construction schedule for District expressway work based upon its physical condition, its importance within the expressway/freeway system, safety, and the availability of funds.

Our method for prioritization requires a complete biannual condition survey of the entire expressway/freeway system within our District. This survey is made by our Bureau of Maintenance forces.

The expressway/freeway system is broken down into segments. Major appurtenances of each segment of the expressway are surveyed and rated as to pavement, bridge, shoulder, and drainage conditions.

The expressway condition survey together with the estimated availability of funds serves as the primary consideration for establishment of priorities. Other considerations which assist in the establishment of need are type of work involved, the need to have the work accomplished at an early date, and the work item's impact on the safety of the motoring public.

Once a freeway has been selected and programmed for rehabilitation, an in-depth review is made of the funding, design deficiencies, safety requirements, scope of work, staging and scheduling, alternate plans, all of which are used to develop the final project design report for federal concurrence and funding thereon.

PARAMETERS FOR CAPITALIZING ON INTERSTATE FUNDING

A major consideration in freeway rehabilitation due to the high cost involved is the need to capitalize on Interstate Funding.

The eligibility for FHWA funding is dependent in most cases upon the past funding history; therefore, a catalog of previous funding sources must be accumulated.

Parameters must be developed which can relate the existing expressway facility to the current State and FHWA standards.

Currently, all rehabilitation costs are not eligible for interstate (90%) funding. The FHWA policy allows interstate funds for safety related work, for design policy and standard changes subsequent to original construction, for operational and environmental corrections, and for those areas where interstate funding was not initially provided.

Typical examples of design policy changes that are eligible for Interstate funds include bridge waterproofing, sealing of bridge joints, superelevation modification, minor geometric changes such as ramp taper lengths, and proper vertical clearance.

Examples of safety related items include skidproofing, median barriers, pavement stripping, full outside shoulders, removal of fixed objects, and correction of high accident locations.

Operational features such as signing, surveillance and lighting are also checked for conformance.

Lastly, environmental considerations include air quality "hot-spots," construction noise, water quality and drainage system review.

However, items such as structural pavement resurfacing, pavement patching or replacement, structure patching or redecking, shoulder repair work and other similar repair categories are usually not considered eligible for Interstate funding.

Since the majority of the expressways in the Chicago Metropolitan Area are reaching the end of their economic design life, the above noted catetory of work becomes quite expensive, requiring significant State funding participation.

DEVELOPMENT OF ALTERNATES BASED ON FIELD REVIEW AND OPERATIONS

Deficiencies in the areas of geometrics, safety, operations and environment are identified within the freeway segment under study by comparing the existing

against the applicable standards and policies. In addition, an in-depth analysis is made of other roadway elements such as pavement structure, bridges, shoulder structural adequacy, the drainage system, lighting, surveillance and signing.

Pavement structural analysis included PSI values, surface condition ratings, skid numbers, estimated remaining service life and replacement vs. resurfacing comparison.

The structural (bridge) analysis includes extent of deck patching, and sub and superstructure repair. Of major assistance is the delamitec equipment to determine the approximate location and extent of deck deterioration with a minimum of inconvenience to the motoring public.

In addition to an analysis of the physical components of the roadway, the social, environmental and community aspects of the travel corridor are investigated.

The current quality of air, noise and water is established. These ambient parameters are but one input in the comparison methodology of alternates and in the weighing of design options.

Possible significant impacts, as well as envisioned secondary effects near the right of way limits, are identified in relation to known natural ecological and scenic resources (aesthetics). In a majority of cases the analysis tends to be directed toward surface water drainage impacts, destruction or alteration of existing vegetation and erosion of our soil resources.

Because of our recent concern for energy conservation and recycling of materials to conserve natural resources, utilization of "old" construction material and availability of new material is also analyzed. Recycling possibilities and the effect on other concurrent projects as well as project costs are primary considerations.

One of the greatest asphalt reserves we have is above ground in the form of existing bituminous mixtures on our highways. The recycling of bituminous materials is being made an option on this construction project.

The recycling of Portland Cement concrete pavement as an aggregate is also

an option that could provide energy savings and reduce the need to mine quarries which reduces the future use of the land. We foresee more utilization of this option in future construction.

The replacement of all mercury lamps with high pressure sodium will conserve. 1,348,000 kilowatt-hours in energy annually or equivalent to the annual needs of 200 households.

In the area of social concerns, public services and public facilities, the majority of impact stems from a necessity to change travel patterns during construction. It is always essential that adequate analysis is conducted to ensure access for emergency and public service vehicles.

Another area of social concern is noise; specifically, construction noise. For the Edens project, existing noise measurements were performed at six (6) locations. The measurements were conducted for one hour alternately over a continuous thirty (30)-hour period. A construction noise report was prepared which provides for options and methods to reduce or minimize significant or unusual noise increases which would be caused by construction activities. In addition, the principals and administrators of the five schools within 1,000 feet of the expressway were interviewed for their experience with noise impact and for their recommendations during the expressway rehabilitation. The findings indicated that the schools had no specific concerns or disruptions related to existing expressway noise. They did express hopes that the rehabilitation would correct the noise generated by trucks bouncing along the deteriorated pavement and hitting pavement joints on bridge approaches and just prior to structure underpasses.

Finally, as a matter of procedure but not to minimize its importance, historic architectural and archaeolical elements of the travel corridor are checked for probable impacts. Normally, in areas where a transportation facility already exists or where the ground has been previously disturbed, the probability of cultural impact is remote.

Community economic impact is another area that requires attention. An urban expressway provides considerable economic viability to the local community and business. The disruption of travel or service on the facility can translate to a loss of revenue to the community. On the other hand, a rehabilitation like the Edens project can provide economic and employment benefits resulting in an average of about 230 man-years of offsite jobs created, and 640 man-years of induced jobs created for each ten million dollars of construction cost. For the benefit of the entire community, scheduling of other types of projects on the local arterial roadway network should be coordinated, within practical constraints, so that local traffic congestion and bottlenecks are avoided or at least minimized during major expressway rehabilitation.

Finally, all of this data and quality engineering judgments must be sorted, weighed and analyzed to develop specific courses of action for each expressway feature. As an example, four pavement alternates were developed for the Edens project which were: (1) nominal 3-inch resurfacing; (2) structural 5-inch resurfacing; (3) continuous reinforced concrete overlay; (4) complete pavement removal and replacement. Many other items can also be modernized, relocated, replaced or left alone; and all feasible alternates should be developed to such an extent that proper economic analysis can be performed.

ECONOMIC ANALYSIS OF ALTERNATIVES

An economic analysis is an important factor in validating the benefits of the various alternates to be considered. It is important that the analysis time frame be extended sufficiently into the future so that a legitimate cost comparison can be performed without undue influences from short-term economic anomalies.

Some of the parameters that are normally included in this economic analysis for the "no-Build" as well as for the various "Build" alternates are:

Initial Costs of Construction

Yearly Maintenance Costs

Future Rehabilitation Costs

User Delay Costs for Both the Initial and the Future Construction Periods

The analysis is then performed which provides present value costs for the various alternates.

PREPARATION, REVIEW AND APPROVAL OF DESIGN REPORT

The formal review and analysis of all feasible alternates and their impacts is performed during the preparation of the Design Report.

Prior to our submittal of the Design Report to the FHWA it is reviewed by all involved Bureaus within the Department and by local communities when appropriate. An informal on-site inspection is conducted with representatives of the FHWA to insure site familiarity and to point out existing deficiencies that need correction.

After submission of the initial draft of the Design Report, extensive negotiations took place with the FHWA. They centered around the following issues:

1. Pavement alternatives - 3" resurfacing versus structural asphalt overlay;
2. Need to correct <u>all</u> superelevated sections to bring them into present standards even though ball bank indications showed most to be within motorist comfort range;
3. A dense graded asphalt mix using slag aggregate versus an open graded mix overlay.

After much deliberation, the final decision on the pavement was to replace the existing with 10" continuously reinforced pavement with .7% steel. This alternative was agreed upon due to the need to remove up to 40% of the pavement to correct superelevation, remove deteriorated concrete base sections and to lower the pavement to provide 14'06" clearance. Also, the FHWA stated that

90-10 funding would be available this time but not the next and also asked for a 20-year design. The decision to remove and replace the pavement resolved the issue of overlay and corrective superelevation but posed new problems of staging and drainage which were resolved later in the plan preparation stage.

A joint determination with FHWA was made that a public hearing was not required since the work entailed rehabilitation of an existing facility involving no acquisition of right of way. Although there will be an affect on the motorist during construction, the ultimate improvement will not change significantly the land use, planned growth, development patterns, traffic patterns, transportation services and natural and man-made resources. This concurrence by the FHWA was conditional upon the State holding meetings within the local agencies in an open forum.

To give some idea of the time involved in the process to Design Approval, the Edens Expressway rehabilitation project began in the fall of 1974 with data collection. Approval was not obtained until February 10, 1978.

PREPARATION OF PLANS, SPECIFICATIONS AND ESTIMATES

The preparation of plans for the Edens Project were initially developed for a more limited project involving resurfacing with a material that would provide higher skid resistance, extensive pavement patching, removal and replacement of pavement under bridges to increase the vertical clearance, a modernized lighting system using high pressure sodium luminaires, structure widening to attain full width shoulders, removal of curb and gutters at the edge of pavement, limited drainage modifications and the replacement of the existing double plate beam guardrail in the median with a median concrete barrier wall.

However, as mentioned previously, a decision was made in January of this year to remove and replace the existing pavement. This change required the complete revamping of our plan preparation and, in particular, the construction staging and timing. Another decision that seriously affected our completion

of the plans was the requirement that detention of storm water runoff be provided to meet a 50-year storm frequency. This required the installation of 5.4 miles of large diameter pipes along the freeway plus the detention of water in our ditches.

The decision to remove and replace the roadway structure including the redecking of the freeway bridges, necessitated the placement of all traffic on one-half of the roadway so that the Contractor would have enough room to work and also to minimize the effects of traffic vibration from the bridge redecking. To do this, the right shoulder will be removed and replaced to provide a wider heavier duty shoulder to carry a lane of traffic. This also included the bridges to provide lane continuity. To separate the opposing traffic during the period when it will be operating on one-half of the expressway, fifteen (15) miles of portable, temporary concrete barrier walls will be utilized. This will probably be the most extensive use of these barriers to date. When construction is completed in one direction, the traffic would be transferred to the newly constructed side so the remaining half of Edens Expressway can be reconstructed. This staging is different from the 1966 resurfacing in that traffic is phased twice, whereas in 1966 it went through four phases of shorter duration. Also it includes a positive separation between opposing traffic rather than cones.

Due to the installation of auxiliary drain pipes and pavement replacement, extensive utility work is programmed. Since most of these are locally owned, it required extensive coordination and effort to prepare plans and specifications for their relocation.

Another important item was the need to prepare specifications for the recycling of the existing asphalt mat and the concrete base. The Contractor will be given the option of using this recycled material for the new construction. This is being done in other areas of the country but not to the extent contemplated for the Edens Expressway where fifteen miles of 10" concrete pavement

with wire mesh on a 6-lane facility is involved.

So that the freeway would not be thrown into total darkness during the reconstruction of the median area where a continuous concrete barrier will be installed which will also serve as a base for the new high pressure sodium lighting, a complete temporary lighting system is being constructed.

The above are some of the problems that arose and were resolved during the plan preparation stage. Many others, too numerous to detail here, involving subgrade treatment, drainage, paving, underdrains, protection around piers, materials specifications control, noise and air quality requirements also had to be resolved.

Estimates for this Edens project have escalated from a $34 million dollar figure for 3" resurfacing and nominal superelevation correction to the present estimate of $95 million dollars for a pavement with 20-year life expectancy. Costs are presently increasing at a rapid rate due to inflationary pressures and a "buyer's market" as far as contract availability is concerned.

COORDINATION OF CONSTRUCTION STAGING WITH TRAFFIC SERVICE

A major problem during a reconstruction project such as on Edens is the need to provide reasonable traffic service without reducing the quality of construction. Safety through construction zones has been a major topic of discussion since many studies have shown a dramatic rise in accidents during this period. Every effort is being made to provide a safe passage for the motorist through the Edens construction zone which is adding appreciably to the cost. Temporary portable concrete barriers, temporary guard rails, special signing, striping and lighting will all contribute to a safer facility.

The conflict between traffic service and quality of construction came about through the recommendation to have continuity in the paving of the 10" C R C pavement to minimize future maintenance problems associated with gapping this type of pavement. However, this necessitated the closure of interchanges in one di-

rection for a period of 6-7 days. So that all interchanges are not closed at the same time, an interchange closing sequence is incorporated in the contracts. This decision was dictated by the need to provide long-term benefits by sacrificing short-tarm traffic service.

PUBLIC INFORMATION AND AGENCY COORDINATON

The news median focus constant attention on urban interstate operational problems because of their vast impact on Interstate System users. This attention differs with the magnitude of the traffic problems created. An awareness of the varied communication media needs is reflected in planning for the Edens reconstruction project.

Because of the major traffic impact of this project, we attempt to obtain public acceptance of the delays encountered. It is necessary to relate a complete story on why the work is required as well as explain our control efforts to minimize congestion so that the work can be safely expedited. A public information plan was developed which included technical engineering information on the highway reconstruction need as well as an evaluation of the various traffic control alternatives for completing the job balancing traffic service with work area availability.

In addition to the various public informational efforts, it is planned to install Highway Advisory Radio short-range transmitters at Edens Expressmy approaches to provide current traffic information. Efforts will continue to emphasize desirability of car pools to increase vehicle occupancy and reduce the peak period vehicular traffic. The Regional Transportation Authority has planned a media campaign to encourage use of mass transit facilities.

IMPLEMENTATION OF REHABILITATION PLAN

The original schedule called for the letting of the six (6) major contracts in May of this year with construction to start after July 4th. However, due to major scope changes, need for local community utility plans and the need to pre-plan the diversion of traffic to other transportation modes, a decision was made to defer major construction to the 1979 calendar year. However, contracts for the temporary concrete barriers, the shoulder widening and replacement along the southbound lanes including the temporary lighting and highway advisory radio system have been let and awarded, and work is now in progress or completed. The major construction contracts for the grading and paving, the contracts for the auxiliary drains and the utility contract have been let.

It is anticipated that work on the auxiliary drains and the utilities will commence in November and continue through the winter. Major work involving lane closures will not commence until March of next year.

CONCLUSION

The analysis technique used for the reconditioning of Edens Expressway was more sophisticated than on previous projects and in greater depth. To summarize, it incorporated: (a) a prioritizing of freeway projects and their needs; (b) an analysis on how to best capitalize on Interstate funding; (c) a development of alternates based on geometric, safety, operational and environmental assessments; (d) an economic analysis of the alternates; (e) an assessment of economic and social impacts; (f) energy conservation measures; (g) review of how to best conserve resources through reuse and recycling; (h) operational and safety assessment during construction; (i) a program of public information and agency coordination; and (j) preparation of appropriate air and noise control measures during construction.

8921

9

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

February 13, 1979

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Cement Treated Base versus
Lean Concrete Base versus
Plant Mix Bituminous Base

TO: Hal Versteeg
Head of Engineering

Copy
MAT 4-9

Jim Wilson talked with George Morton, Vice President of Cascade Construction Company, about the cost differential between CTB and PMBB. The following is information received:

1. The plant cost for CTB is $2.42 per ton less than that for PMBB.

2. Asphalt cost is currently $74 per ton and cement is $63.30 a ton for a 5% asphalt or cement content mix. This would be $3.70 per ton for the asphalt or $3.17 per ton for cement.

3. Haul cost is less for CTB because trucks can dump and return without careful windrowing of the material.

4. Production rate is greater for CTB, being 6000 tons per day maximum rather than 4000 tons per day for PMBB.

NOTED
H.S.COULTER

From this, it looks like CTB is at least $3 per ton less costly than PMBB.

Also, Jim talked with Bob Doty and Jim Woodstrom of the Caltrans Lab. They indicated that they now allow an option for the use of lean concrete base (LCB) in lieu of CTB on contract projects. The Kasler Corporation, Dean Gardinier, phone (714) 884-4811, has used LCB rather than CTB on all recent projects. Jim called Gardinier but was unable to obtain a fixed number for the cost differential for LCB. Gardinier did say that LCB cost less than CTB. In substituting LCB for CTB in California, the contractor is required to pay, at his cost, the increased cement content of the LCB over that required for CTB. However, if the contractor uses LCB he may reduce the thickness 0.05 ft. over that required for CTB. The contractor is paid for the same amount of LCB as though he had put down CTB, however. The additional cost of the cement is $1.90 per ton of mix at $63.30 per ton of cement and assuming 5% cement per ton is increased to 8% per ton. Several project in California in 1977 were bid for CTB at an average $16.57 per cu. yd. ($8.77 per ton) and changed at the request of the contractor to LCB. Aggregate paid for, but not used, would amount to $(1-\frac{.62}{.67}) \times \$8.77 = \$0.65$ per ton. The net increase in cost of materials to the contractor would therefore be $1.90 -0.65 is equal to $1.25. It is obvious that the saving to the contractor in placement costs must therefore be in excess of $1.25 per ton.

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Staff

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The only aspect of this question that we have touched on here is that of cost. Mike Huddleston raises other questions which we will look into and discuss with you if you so desire it.

JCJ:gs

8921

1-205-58

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 1, 1979

FILE:

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILE

SUBJECT: S.E. Powell Blvd.-S.E. Foster Rd. Section
East Portland Freeway
Multnomah & Clackamas Cos.

Preliminary plans for the project were reviewed January 29, 1979, at the Region I Office in Milwaukee and on the project. Plan details were discussed as follows:

Gregg's calc. say 4" will work. He wants to field check his assumptions for

1. Ed Hardt proposed the Lean Concrete Base thickness be reduced from 6 inches to 4 inches. The base design for the grading project has been increased 2 inches in thickness for the paving project and, if used, will require removal of the top 2 inches of the subgrade. Ed feels the gravel materials in the existing subgrade will provide an excellent base for the paving.

2. Paving on the "PD" Line (Connector between Powell and Division) will be accomplished by Price Agreement. The grading of this line will be done under the Yamhill-Powell grading contract. The present proposal is to include in the project authorization, funds to pave, sign, etc. this connector. This connector will serve northbound freeway traffic wanting to go east.

3. The narrow (3 to 6 foot) asphalt concrete shoulders on the ramp typical sections were criticised as being difficult to construct. It was requested we review this design and determine if there is an acceptable alternate that would be simpler to construct.

4. The "TCF" Line ("SB" Off to Foster) on "Temporary" alignment and grade, has an asphalt and aggregate base design that is 5 inches thicker than the grading project specified. Since this Line will require regrading for alignment the change in thickness is of minor concern.

Fred will need Ltr to FHWA for

5. The existing concrete median barrier (south of Woodstock) that channels "NB" freeway traffic off to Foster and Woodstock will be excess to this project. All of the concrete barriers between Woodstock and Powell should be constructed before this barrier can be removed. Ed Hardt said maintenance would like to acquire the concrete barrier.

6. Conduits for illumination and irrigation should be added to the plans.

7. The existing structures at Harold and Foster-Woodstock have three dowels protruding from the concrete shoulder barriers. A detail will be added to the plans utilizing the dowels in joining to the new barrier.

continued...

8. Some existing inlets at the lower ends of the ramps at Powell will have to be reconstructed (lowered) due to the temporary connection grades.

9. The signing between Powell and Division will be shown as future. The cost will be included in an amount for constructing the connector road as previously outlined in No. 2.

10. In studying the signing plan it appeared that "Seattle" should be covered on Sign No. 8.

11. An area should be designated for the placement of excess grading materials.

12. Should a fence be constructed along the westerly right of way line or west of the bikeway on this contract?

...project. ...do with ...scaping. Doc

FE:cj

cc: Ed Hardt
Carl Williams
Paul Galloway

REFERRED TO
Board, Broudsmayer, Cole, Sample, Eriksen FE, Watson, Harper, Dorn, Lau, Nemeti, O'Brien, Do File Copy, Dye
BY FINAL DESIGN ENGINEER

1/3 Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Anderson

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I-205-E8

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Region 1, Milwaukie

January 25th, 1979

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: S.E. POWELL-S.E. FOSTER SECT.
I-205
Base Design Section

TO: J. H. VERSTEEG
Head of Engineering

At the plan-in-hand meeting for the Powell-Foster section of I-205 paving, it was brought out that the preliminary plans call for the removal of 2 inches of the existing subgrade material in order to make room for the revised roadbed cross-section, which is 11 inches of concrete pavement and 6 inches of lean concrete base. It is the feeling of the resident engineer who was in charge of the project that laid the subgrade, and of this office, that the removal of the aforementioned 2 inches of material is not warranted. The native subgrade material is a well-graded mixture of sands and gravels ranging up in size to six inches. The removal of this material which is well-compacted would require the use of some kind of scarifier- or ripper-type equipment and would undoubtedly do more damage to the subgrade than good. The native material is of such a quality and is compacted to such a degree that we feel that 11 inches of continuously reinforced concrete pavement laid on top of 4 inches of lean concrete base should be a more-than-adequate base design. Therefore, it is our recommendation that the requirement of the removal of the top 2 inches of existing subgrade material be deleted from the plans for the project.

ELH/gw
cc: Bud Heinz

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
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DOC please resend memo recently (Hal

REFERRED TO
Board Stoudenmeyer
Cole Semple
Erikson J.E. Watson
Heger Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Discussed with Gregg 2-2-79 His Calc. Confirm 4" lean conc. will work. He will be in field verifying subgrade Mo. 1-1 week of Feb 6 to confirm. Doc

8921 I-205-58

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

DATE: October 23, 1978

TO: J. H. Versteeg
Head of Engineering

FROM: R. N. Bothman
Administrator

SUBJECT: I-205 Powell Boulevard/Foster Road Section-Temporary Off-ramp
Southbound Foster/Woodstock Interchange

I concur in your recommendation to proceed with a temporary connection for the off-ramp at the subject interchange according to your memo of September 1. Your plan indicated a coloring of Foster Road, the connecting link between Foster and Woodstock, and Woodstock. This area is all completed and would require no construction. The only work that would have to be accomplished under the temporary connection would be development of the ramp from about Station 490 to the north side of Foster Road.

The recommendation relative to the LRT alternative proposes to extend that alternative southerly to the Lents by 1990. This indicates that although we will likely not be involved with a busway we will be involved with some kind of light rail connection as earlier proposed which will require "sucking" the interchange ramps easterly at this location on the west side of the freeway. However, since that is speculation at this time I think the logical approach is to proceed with the temporary off-ramp connection you have proposed.

ke

1 Versteeg
3 Christensen
George
2 Olson
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BY FINAL DESIGN ENGINEER

81-126-1307

I-205-58

Salem, Oregon
September 1, 1978

A. D. Olson
Preliminary Design Engineer

R. N. Bothman, Administrator
Metropolitan Branch

Paving Contract
Powell Blvd.-Foster Rd.
East Portland Freeway
City of Portland
Multnomah County

NOTED
E. S. HUNTER

The paving contract for the Powell-Foster project is tentatively set up for March, 1979, and the plans are presently being prepared.

Enclosed are preliminary layouts of two areas of controversy that should be brought up.

At Powell the ultimate plan calls for traffic to and from I-205 south of Powell to connect to Powell to go west of the freeway or cross Powell and go north to Division to go east of the freeway. The enclosed sketch shows a temporary connection to Powell, only. The Division-Powell connecting ramps will be graded on the Yamhill-Powell contract just let and they would be paved and Powell reconstructed on the Yamhill-Powell paving job scheduled for 1980.

I know that opening I-205 to Powell and Division has been the subject of discussions with the City and County and has been discussed in connection with the timing of the future improvement of Powell west of 92nd. If there is a clear signal as to what should be done, please advise me. If not, maybe the enclosed drawings would open the discussions.

Also enclosed are sketches at Foster indicating a temporary off-ramp connection to the existing street in the Foster-Woodstock interchange. At one time the City wanted the ramps pushed closer to the freeway, build walls, etc., and possibly extend the rail lines south to Johnson Creek. I presume this is still up in the air and the temporary connection would be appropriate until final transitway plans are implemented.

Your REFERRED TO advice would be appreciated.

BY FINAL DESIGN ENGINEER
ADO:ab
Enclosures
cc: E. L. Hardt

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Board, Stoudenmayer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lou
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1 Verstoeg, 2 Christensen, George, Olson, Turpin, Sullivan, Bush, Savage

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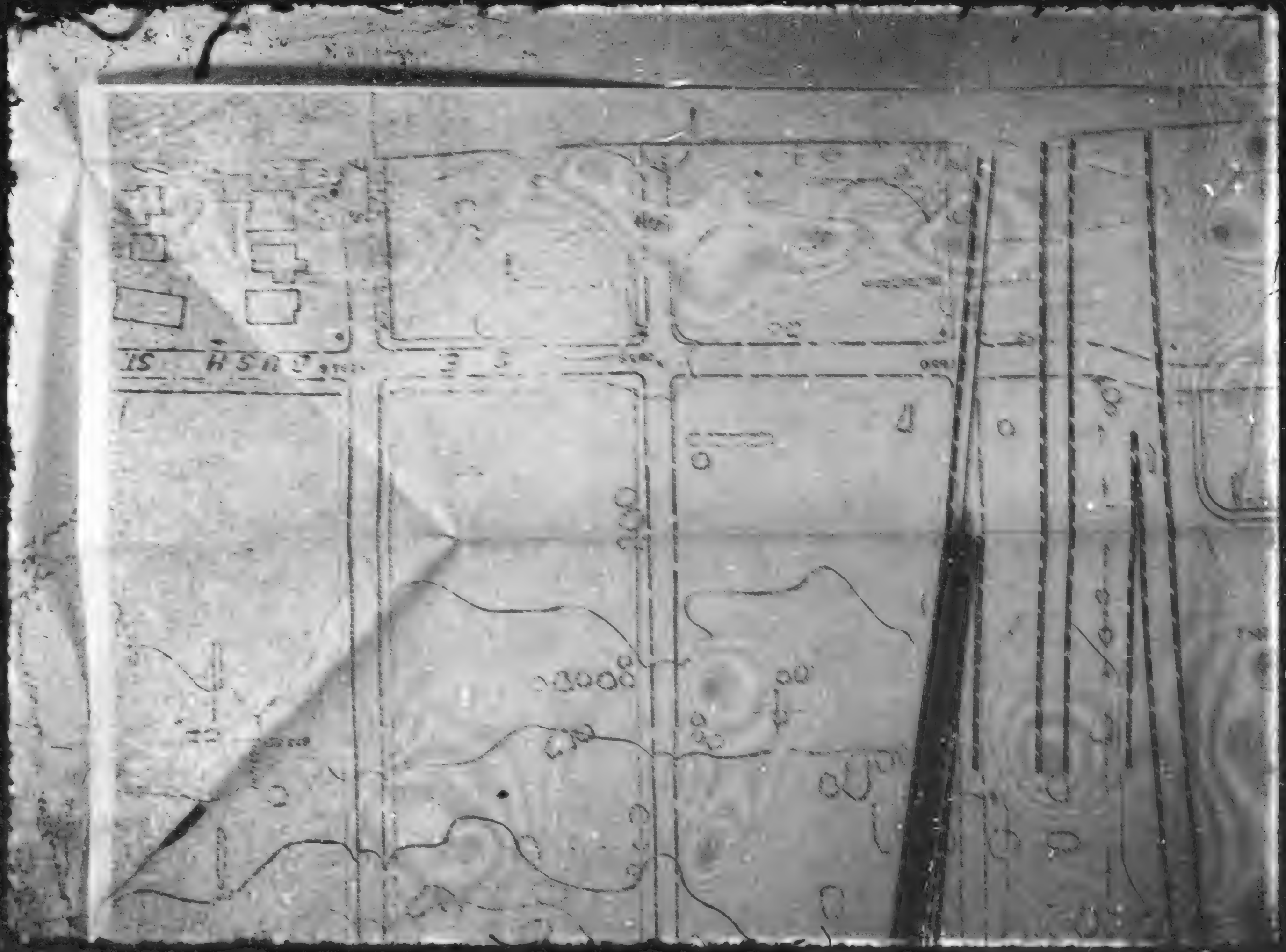

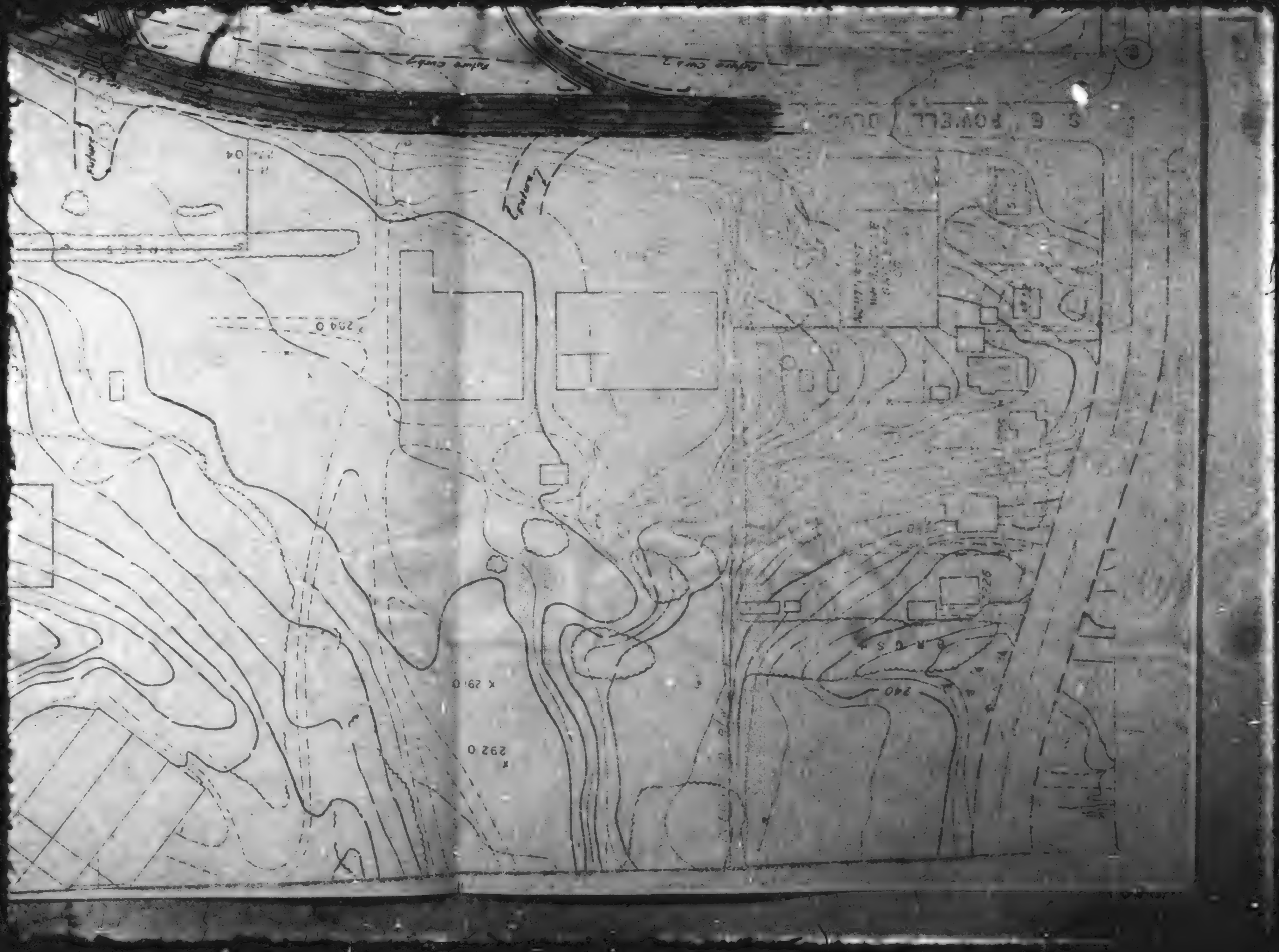
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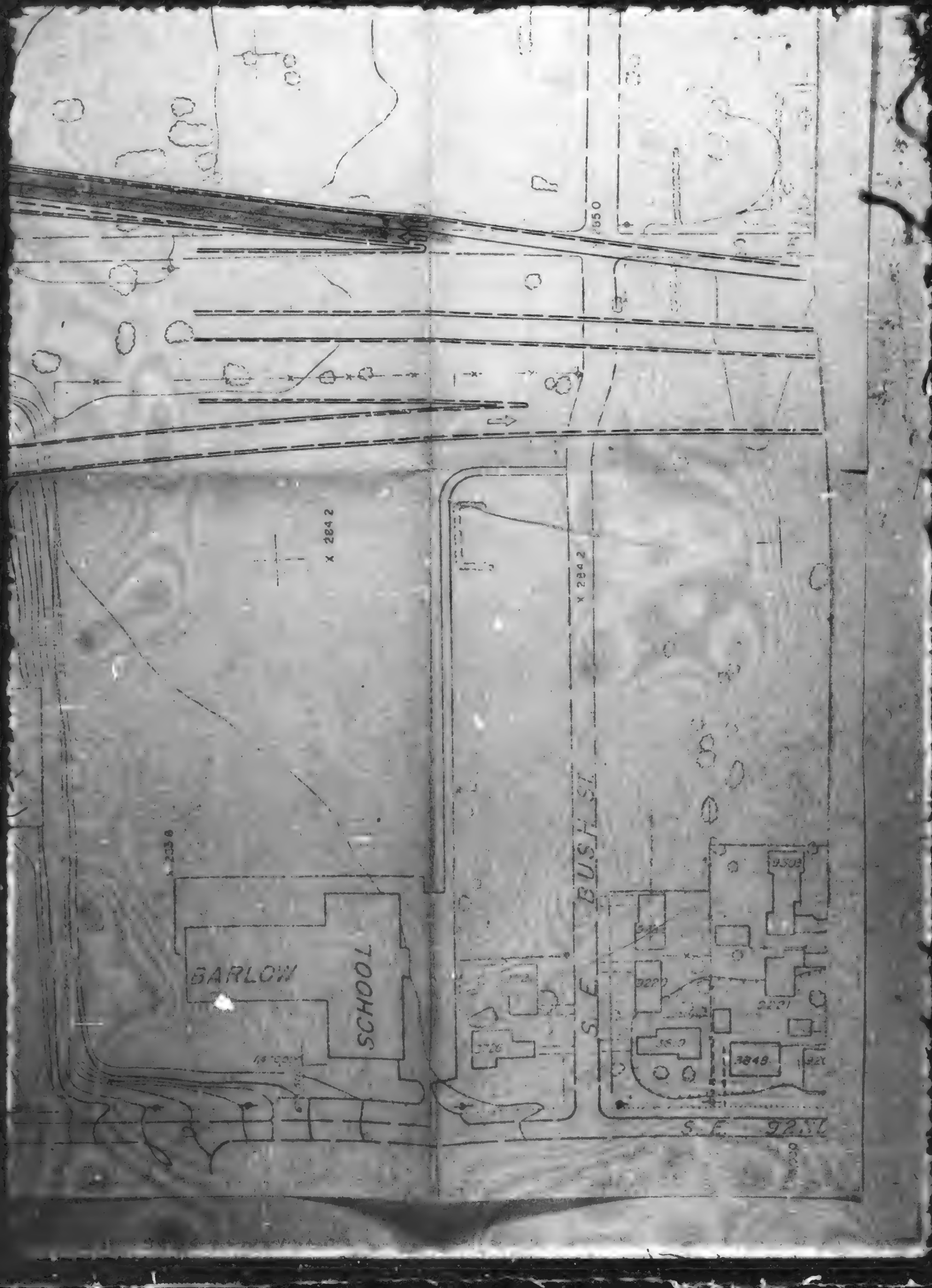
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P.A.L. CLUB

S.E. ELLIS ST

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S.E. REED DR.

668,000

S.E. KNIGHT ST

PURCHASED R/W

SE 96th AVE

SE 94th AVE

PURCHASED R/W

S.E. 97th AVE.

S.E. YUKON ST.

E. 95th AVE.

END EXISTING SUBGRADE

END EXISTING SUBGRADE

SE 96th AVE
W OFF LINE
END EXISTING SIDEWALK
400
500
502

S.E. 96th AVE

SOUND BERM

S 0°45' E

S 53°25' W

S 53°32' E

P.A.L. CLUB

Baseball Field

Bleachers

S.E. INSLEY ST

S.E. HAROLD ST

HAROLD 5+39.29 POT

S.E. 96th AVE

S.E. INSLEY ST

S.E. HAROLD ST

P.A.L. CLUB

Baseball Field

Bleachers

Bleachers

HAROLD 5+33.29 POT.

PURCHASED R/W

S.E. RAMONA ST.

S.E. 84th AVE

S.E. FOSTER ROAD

E-95th AVE.

S.E. 92nd AVE.

S.E. WOODSTOCK BLVD.

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E-ON 504+23.38 POT
W-ON 504+01.29 POT

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12%

12%

Δ 45°

Δ 16° CL.
Δ = 8.00°
T = 200.01'
LC = 400.00'

PC 503+00.00

PT 507+00.00

40 FT LOW POINT

S.E. HENRY ST.

S.E. DUKE ST.

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1-205-58

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: J. H. Versteeg
Head of Engineering

DATE: October 3, 1978

FROM: R. N. Bothman
Administrator

SUBJECT: I-205 Powell Boulevard Foster Road Section Paving Contract

I've lost the original letter, but you or Adrian Olson requested a recommendation relative to proceeding with the subject paving project.

Attached are the responses from the city of Portland and Multnomah County.

A discussion with the county indicates Bebe has no problem with a proposal which includes a temporary connection to Powell to provide traffic to and from the west only. I would not anticipate that parking would be removed on Powell to facilitate this project. I would not anticipate a major impact on the Powell project.

The city response is somewhat hedged because the connection is in the county. In discussion with the city, I don't feel Doug particularly favors the opening of this section. However, the attached correspondence does not indicate a major objection. The county is definately not interested in opening Powell Boulevard to full turning movements.

It is interesting that both jurisdictions base their approval subject to the other jurisdiction.

The only concern that has been raised in the review is whether or not the traffic can be handled at the two ramp terminals and at 92nd and Powell for eastbound traffic. That traffic will have to move via Division, 92nd, Powell, and I-205. I believe a balance will be obtained between 92nd and Powell and 92nd and Foster/Woodstock which will be advantageous. My recommendation is to proceed.

ke

Attachments

Copy of comm sent to Bothman asking for answer re. Foster connection to existing roadways. ADL.

REFERRED TO

Board — Steudenmeyer
Cole — Temple
Gibson — Watson
Nelson — Dorn — Lee
Bonyhadi — Discuss — Do — File Copy — Dun
BY FINAL DESIGN ENGINEER

Versteeg
Christenson
George
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THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR 97204

PLANNING
503 248-4253

ZONING
503 248-4250

September 21, 1978

MA PDM PDE TSE SPC
ODOT - METRO

SEP 22 1978

AM PPS elm FILE T/A

Robert Bothman, Administrator
Oregon Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

This is in response to your letter of September 8, describing the temporary connections to Powell Boulevard from the extension of I-205 (Powell Boulevard/Foster Road Section).

Although this area is not currently within the City limits of the City of Portland, we will respond since Powell Boulevard does enter the City to the west and it is the City Council's position that annexation to I-205 occur. However, I assume that you are also seeking the advice of the Multnomah County staff.

I have had the opportunity to discuss the proposed connection with Planning staff and Don Bergstrom, City Traffic Engineer. Although it is true, as you point out, that the intended function of Powell (re the Powell - Division interchange) is represented in the temporary connection, we are concerned about the traffic implications of this connection during the period of time between its opening and the completion of I-205 to Division. Specifically, allowing traffic to exit and enter I-205, southbound, only from the west may create a rather high volume of out-of-direction traffic movement and related congestion and safety problems on Powell Boulevard immediately to the west, i.e., at points in the vicinity of SE 92nd. It almost has to be assumed that traffic with destinations in East Multnomah County will utilize I-205 to the Powell intersection and then seek methods to turn around on Powell in order to travel east. This may result in the aforementioned problems on local streets or at private entrances.

Although I recognize that the temporary connection set forth in the sketch which you included does establish the future functional relationship between I-205 and Powell Boulevard, it may be more appropriate to allow full turning movements at both ramp connections until the Division section of I-205 is completed. As I mentioned, the County should presumably have the key comment on this, but this is our feeling at this time.

If you have questions, or wish to discuss this further, please contact me. Thank you for your consideration in this matter.

Sincerely,

Douglas Wright, Chief Transportation Planner

cc: Don Bergstrom

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
BARBARA ROBERTS

September 19, 1978

Mr. Robert Bothman
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Subject: Paving Powell Boulevard - Foster Road
Section of I-205

Dear Mr. Bothman:

In response to your September 8 letter, we have the following comments or questions:

- Would parking be removed on Powell Blvd. during all hours once the freeway is opened to Powell in 1980?

- Since the frontage road connecting the northbound off-ramp to Division will not be built until 1981 or 1982, traffic would likely travel east via 92nd Avenue to Division in the interim. Since this is not the main traffic movement, it should not present a problem.

- If the Powell II Project starts construction in 1981, how would the construction impact on Powell traffic be handled?

If the parking and Powell construction impacts do not present great problems, it would seem reasonable to proceed with the ODOT proposal for the temporary connection to Powell Blvd.

Sincerely,

MULTNOMAH COUNTY DIVISION OF
PLANNING AND DEVELOPMENT

Martin R. Cramton, Jr., A.I.P.
Director

MA PDM PDE TSE SPC
ODOT - METRO

SEP 20 1978

AM PPS FILE T/A

rm

B/U 10/1/78

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 8, 1978 Telephone 238-8226

Mr. Doug Wright
Chief Planner
Portland Bureau of Planning
424 Southwest Main Street
Portland, OR 97204

Subject: Paving Powell/Boulevard Foster Road Section I-205

The I-205 project has been designed to provide for movement to and from I-205 to the east on Division and to and from the west on Powell.

The completion and opening of this section has been the subject of earlier discussions relative both to the traffic pattern, which will be the final outcome of the I-205 design, and the schedule for the reconstruction of Powell Boulevard.

I would appreciate your thoughts relative to proceeding with the paving on the Powell Boulevard/Foster Road section of I-205 in 1979. The attached sketch provides a proposal which would provide the temporary connection to Powell Boulevard to the west of the freeway only to the south. The attached correspondence also describes the current plans for the next section north of Powell, which will provide the connecting roadways between Division and Powell and the final operation of the combined interchange.

The Department would like to move forward with contracting the paving in March of 1979 and opening of an additional section of I-205 as far north as Powell the following year.

R. N. Bothman
Administrator

cc: J. H. Versteeg
E. L. Hardt

Form 734-2122

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

September 8, 1978

Mr. Martin Crampton
Director of Planning & Development
Multnomah County Environmental Services
2115 Southeast Morrison
Portland, OR 97214

Subject: Paving Powell Boulevard Foster Road Section I-205

The I-205 project has been designed to provide for movement to and from I-205 to the east on Division and to and from the west on Powell.

The completion and opening of this section has been the subject of earlier discussions relative both to the traffic pattern, which will be the final outcome of the I-205 design, and the schedule for the reconstruction of Powell Boulevard.

I would appreciate your thoughts relative to proceeding with the paving on the Powell Boulevard/Foster Road section of I-205 in 1979. The attached sketch provides a proposal which would provide the temporary connection to Powell Boulevard to the west of the freeway only to the south. The attached correspondence also describes the current plans for the next section north of Powell, which will provide the connecting roadways between Division and Powell and the final operation of the combined interchange.

The Department would like to move forward with contracting the paving in March of 1979 and opening of an additional section of I-205 as far north as Powell the following year.

R. N. Bothman
Administrator

cc: J. H. Versteeg
E. L. Hardt

8921

1-205-58

Salem, Oregon
March 14, 1978

A. D. Olson
Preliminary Design Engineer

E. L. Hardt
Region I Engineer

Water Tower Acess Road
Powell-Foster Section
East Portland Freeway
Multnomah County

Attached is a sketch map showing the access road to the water tower which has been constructed under the grading contract. This was indicated as the TWAR line (Temporary Water Access Road) and a future "WAR" line is also shown on the plans. The TWAR line was laid out where it is because all of the property had not been acquired for the final location.

I have been asked whether there is any reason to change from the "temporary" roadway to the "future" design.

The cost to make the change has been estimated at about $26,500 ($23,000 excavation and $3,500 surfacing).

It would appear that the primary value to moving this road is the possible value of the surplus right-of-way that would remain. The 15,000 yards of excavation could be replaced by material from the Yamhill Street area which will otherwise be hauled north approximately the same distance (and possibly wasted since there will be surplus material in that area).

I would appreciate your review and recommendation on whether the road should be moved. It may be that we have some local commitment on the road or the right-of-way.

If you believe that it should be moved then it may be appropriate to excavate it at this time and haul it across the structure as part of the material needed to complete those embankments.

ADO:ab
cc: K. D. Limbocker

Limbocker checked w/ City & advises that TWAR line is satisfactory.
ADO. 4/2/78

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Vorstoss
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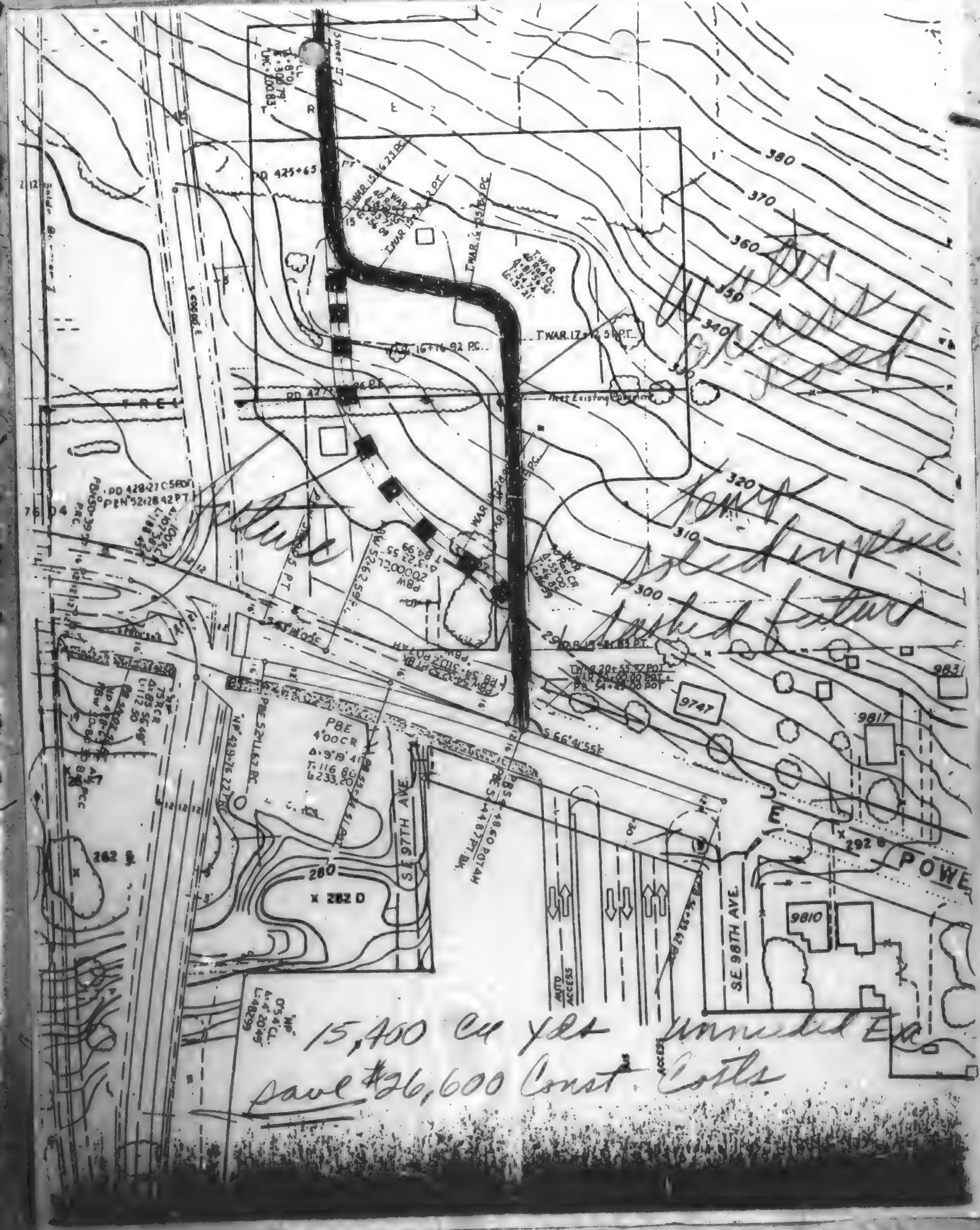
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1979 Columbia R. Hwy. - 8922
Hermiston Sec. Hermiston
Hwy. (Paving & oiling)

8922 2-24-82 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: FR-76(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90156

2A. COUNTY NAME: Umatilla

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/12/82

8. FEDERAL ROUTE NUMBER: Primary 76

9. STATE ROUTE NUMBER: Secondary 333

10. GENERAL LOCATION:

Columbia River Highway - Hermiston Section

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 2/12/82 this will confirm Notice of Contractor's Claim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $5,000 Federal Funds $4,405.

Reimbursement will be in accordance with FHPM 1-4-2.4 paragraph 4.

(SFO #4)

RECEIVED
STATE HWY ENGR
FEB 26 '82
LETTER TO

14. DATE: 2/24/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Haasen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8.9.22.

Original Papers to Sollis L.
10-27-8?
Gr

In the CIRCUIT Court of the State of Oregon

for the County of MARION

C C Carter sent 11-2

EUCON CORPORATION OF IDAHO, a corporation,

Plaintiff

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,

Defendant

No. 129-729

SUMMONS

To Fred Klaboe, Transportation Commission
Highway Department Building
Salem, Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

KOBIN & MEYER, P.C.

DAVID R. TRACHTENBERG

SIGNATURE OF OREGON RESIDENT ATTORNEY

David R. Trachtenberg

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON,
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

KOBIN & MEYER
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

NOTED
F. D. KLABOE

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OR

Certified a true and correct copy of the original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION OF IDAHO, a corporation, Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, Defendant.	No. 129-729 COMPLAINT (ACTION FOR BREACH OF CONTRACT)

Plaintiff alleges:

FIRST CLAIM

I.

Plaintiff is a corporation duly organized and existing under the laws of the State of Idaho, duly licensed to operate and transact business within the State of Oregon.

II.

Oregon Transportation Commission is an agency of the State of Oregon, an action against said agency is authorized by statute.

III.

During approximately January 1979, and thereafter, defendant advertised for sealed bids for the construction and reconstruction of a section of a highway known as Columbia River Highway - Hermiston Section in Umatilla County, Oregon (hereafter referred to as "the Project"). The Project consisted of excavation,

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

grading and paving, as well as other work. The construction documents consisted, amongst other things, of the Notice Inviting Bids, the Bid Proposal form, Standard Specifications for Highway Construction, 1974 (Red Book), Supplemental Provisions and Supplemental Specifications for highway construction and plans and specifications.

IV.

Thereafter, and on or about April 23, 1979, and prior to bid opening, defendant issued Revision Letter No. 1 incorporating the terms and conditions set forth therein into the bidding and contract document. A true and correct copy of Revision Letter No. 1 is attached hereto and incorporated herein as Exhibit "A".

V.

As a direct and proximate result of the issuance of Exhibit "A", and in accordance with the mandate incorporated therein, that the bid prices of all bidders, including plaintiff, not include any contingency to cover increases or decreases in the contractor's liquid asphalt costs, plaintiff did not incorporate any contingency in its bid, duly submitted to defendant, despite the fact that plaintiff was unable to get a firm commitment from any of the suppliers set forth in Exhibit "A" to deliver liquid asphalt within the time frames required under said construction contract for the project.

VI.

Thereafter, plaintiff was declared to be the lowest responsible responsive bidder and awarded the contract by defendant.

///

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

VII.

Plaintiff was required to use the liquid asphalt in September of 1979, for the surfacing of said highway on the project. Plaintiff attempted to purchase liquid asphalt from the sources listed on Exhibit "A", but was unable to get any asphalt supplied by any of said parties due to said parties having made prior commitments and, due to shortages of liquid asphalt in the market-place, as a result, plaintiff was required to purchase its liquid asphalt supplies from others at a substantally increased cost, well in excess of the basic price of $77.75 per ton, as set forth in Exhibit "A".

VIII.

Under the terms of the contract, including Exhibit "A", defendant is required to pay plaintiff for the increased price of said asphalt, but defendant has wholly failed, refused and neglected to pay plaintiff for such costs all to plaintiff's damage in the sum of $47,892.50.

IX.

Plaintiff has made demand on defendant since approximately December 12, 1979, but defendant has wholly refused, failed and neglected to pay plaintiff any amount of said sum.

X.

Plaintiff has performed all of the terms, conditions and conditions on its part to be performed and has filed its written protest to the final estimate as required by the terms of the Red Book, which request for compensation has been denied by defendant.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-3107

SECOND CLAIM

XI.

Plaintiff realleges the allegations of paragraphs I through X above.

XII.

Between the dates as set forth above, plaintiff supplied labor, materials and equipment to defendant at defendant's special instance and request, having an agreed and reasonable value of $47,892.50 in excess of that for which plaintiff has been compensated by defendant under the terms of said contract, which despite demand, defendant has wholly failed, refused and neglected to pay to plaintiff as above alleged.

WHEREFORE, plaintiff prays for judgment as follows:

1. On its First Claim, for the sum of $47,892.50, together with interest thereon at the statutory rate from December 12, 1979 until paid;

2. On plaintiff's Second Claim, for the sum of $47,892.50, together with interest thereon at the statutory rate from December 12, 1979 until paid;

3. For plaintiff's costs and disbursements incurred herein.

KOBIN & MEYER, P.C.

NORMAN B. KOBIN

Norman B. Kobin

DAVID R. TRACHTENBERG

David R. Trachtenberg

Attorneys for Plaintiff

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

Oregon State Highway Division

TRANSPORTATION BUILDING SALEM, OREGON 97310

April 23, 1979

TO: PLAN HOLDERS

FROM H. S. Coulter
State Highway Engineer

Revision Letter No. 1

SUBJECT Columbia River Hwy. -Hermiston
Grading and Paving Project

This letter is to confirm our telephone call of April 23, 1979 informing you of revisions to the date for receiving bids and to the special provisions for the subject project.

(1) The time and date for receiving bids on the subject project has been postponed until 9:00 a.m. on May 3, 1979.

(2) A liquid asphalt price escalation clause will be in effect during the life of the contract on Items No. 16 "Asphalt Cement in Mixture" and No. 17 "Asphalt in Tack Coat". Bid prices should not include any contingency to cover increases or decreases in the contractor's liquid asphalt costs. Adjustments will be determined in the following manner:

(a) A "Monthly Asphalt Material Price" for AR-4000 asphalt cement will be established by the Oregon State Highway Division the first of each month. This price will be the average of the current posted prices from the following suppliers furnishing AR-4000 asphalt cement to contractors in the State of Oregon and will be the cost per ton f.o.b. supplier's terminal:

Chevron U.S.A., Asphalt Division, in Portland
Douglas Oil Co. of California in Portland
Shell Oil Company in Portland
Union Oil Company of California in Portland

EXHIBIT A

(b) A "Base Asphalt Material Price" has been established for this project. It is the "Monthly Asphalt Material Price" established for April, 1979, and is $77.75 per ton.

(c) A "Monthly Asphalt Adjustment Price" will be determined each month. It will be the difference (±) between the "Monthly Asphalt Material Price" and the "Base Asphalt Material Price".

(d) A price adjustment will be made to the contract unit price bid for Items No. 16 and No. 17 provided the "Monthly Asphalt Adjustment Price" differs 5 percent or more from the "Base Asphalt Material Price". The price adjustment will be the "Monthly Asphalt Adjustment Price" for the month the asphalt is incorporated into the project.

(e) No price adjustment will be made for asphalt incorporated into the project after the expiration of the specified completion time set forth in the special provisions, or as extended under the provisions of subsection 108.09 of the Standard Specifications.

(f) Price adjustments under this clause are limited to prime contractors and first tier subcontractors and suppliers.

8922

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12 - 10 F.

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Umatilla	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12-3-80	David B. Carter, Area Engineer		FR-76(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-12-79	7-2-80	a) 148/140=105.7 b) 175/185= 95.5%	a) 140 CWD b) 185 CWD
APPROVED EXTENSIONS	**LOCATION**		
a) 8 CWD	Beginning near Hat Rock State Park and ending in Hermiston on the Hermiston Highway in Umatilla County		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER-HERMISTON SECTION
HERMISTON HIGHWAY
Grading & Paving

This was a 3R type project which provided for widening and paving of this section of the Hermiston Highway. Associated safety work is also included.

A time extension of eight calendar workdays for phase "a" was granted to the contractor due to various alterations made in the drainage items. This time extension eliminated all liquidated damages on the project.

The final cost of the original contract items was $1,215,930.36. This represents a 4.1 percent overrun of the contract bid amount of $1,168,466.75. The final cost of the project, including engineering and all changes, was $1,391,429.40.

The project signing and striping are complete.

A final inspection of the completed work was made on January 17, 1980.

12-11 Cy

FOR: Info, Inves, R/D, D/R, Sign, Act, File

REFER TO: Heasley

RECEIVED STATE HWY ENGR DEC 11 '80

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE Original Signed by D. B. Carter
Area Engr. David B. Carter

TITLE Area Engineer | DATE 12-9-80

ACCEPTED FOR FEDERAL HIGHWAY ADMINISTRATION

SIGNATURE Original Signed By G. K. HOSSNER
Field Operations Engineer
G. K. Hossner

TITLE Field Operations Engineer | DATE 12/10/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

October 20, 1980

#8922

Kobin & Meyer
Attorneys at Law
Suite 800
610 SW Alder Street
Portland, OR 97205

Attention: Norman B. Kobin

RE: Columbia River Hwy.-Hermiston Section
Contract No. 8922
Eucon Corporation, Contractor

Dear Mr. Kobin:

Your letter of October 2 has been directed to me for response.

We have again reviewed your client's claim for additional compensation for liquid asphalt used on the above project and can find no basis for this claim. The enclosed copy of a letter of February 15, 1980, from Region Engineer W. E. Schwartz to your client, Eucon Corporation of Idaho, appears proper and correct.

Your claim on behalf of Eucon Corporation of Idaho is denied as being without basis.

Very truly yours,

O. B. Jackmond
For Carroll K. Keasey
Assistant State Highway Engineer

CTK:jc
cc: H.S. Coulter
Jack Sellis (Attach.)
W. E. Schwartz (Attach.)
Bill Ferguson (Attach.)

RECEIVED
STATE HWY ENGR
OCT 23 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3123

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

ROBERT O'BRIEN
MICHAEL J. CARO

LEO LEVENSON
OF COUNSEL

Kee
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
OCT 6 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
R. TRACHTENBERG

October 2, 1980

RECEIVED
STATE HWY ENGR
OCT 3 - '80
REFER TO
FOR
Insp. | Inv'r | R/D | D/R | Sign | Acct | File

State Department of Transportation
State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: State Highway Engineer

Re: Hermiston Section
Contract No. 8922
Eucon Corporation of Idaho, Contractor

Dear Sir:

We represent the noted contractor. We have been requested and authorized to send you the following notice in compliance with Article 109.15 of 1974 Edition of your Standard Specifications for Highway Construction.

The final voucher prepared by the engineer mailed bears date of July 8, 1980. The check is dated July 18, 1980. These documents were received by my client on July 23, 1980, and therefore were mailed some four or five days prior to the date of receipt at the most. This notice is therefore timely.

The Final Estimate and Voucher are incorrect and insufficient in that payment of the additional sum of $47,892.50 was not included therein. By lettersof September 13, 1979 and December 12, 1979, Contractor advised your representatives of the nature and amount of this claim.

See letter of client to your Mr. Ferguson dated December 12, 1979, enclosed and made a part of this letter by this reference. The letter, amongst other things, contains the itemization as required of this claim.

Demand is therefore made for the payment of $47,892.50, plus interest at 1% per month from January 12, 1980 pursuant to O.R.S. 279.575.

The correspondence between Contractor and your Field Representative sets forth to an extent the basis upon which Contractor has made its demand for additional payment. Briefly, by Revision No. 1 to the Invitation, bidders were advised explicitly not to include any contingency to cover increases or decreases in the Contractor's liquid asphalt costs prevailing at the time of the required use. The Revision further provided that the average posted price of four specific suppliers at Portland, Oregon was $77.75 per ton at the time of bidding in April of 1979. Contractor verified these figures with all four suppliers prior to bidding and used this price in its estimate. Within a reasonable time prior to the required need, Contractor was advised by all four named suppliers that liquid asphalt was not available in the Portland area to it. Despite this fact, the State refused to pay the difference between the price at the time of bid and the actual price which Contractor was required to pay to obtain the liquid asphalt. See letter December 12, 1980.

As we understand the State's position, it did not agree to guarantee availability at the Portland source. We do not agree with the State's position in this regard. It would appear to be an absurdity to apply hypothetical prices for liquid asphalt when the product was not obtainable from the sources from which the hypothetical average prices were allegedly obtained by the State on a monthly basis.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

Enclosures

cc: Mr. W. G. "Jerry" Byrne
Senior Vice President
Eucon Corporation

John H. Bengtson, Esq.
Mr. Frank Amerata

2 Keasey
1 Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
JUL 15 1980
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

July 15, 1980

COH 5 #8922

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: Norman D. Kobin

Re: Columbia River Hwy.-Hermiston Section
Contract No. 8922
Eucon Corporation, Contractor

Dear Mr. Kobin:

As requested in your July 3 letter, the following tabulation indicates the 'Base Asphalt Material Price' and the 'Monthly Asphalt Material Price' applicable to this project for the months requested:

Date 1979	Average $/Ton	Chevron $/Ton	Douglas $/Ton	Shell $/Ton	Union $/Ton
Project Base Price	$77.75	$74.00	$74.00	$89.00	$74.00
June	86.00	84.00	86.00	89.00	85.00
July	86.00	84.00	86.00	89.00	85.00
August	92.25	95.00	86.00	104.00	84.00
September	95.50	95.00	86.00	117.00	84.00
October	95.50	95.00	86.00	117.00	84.00

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: Jack Sollis bc: W. E. Schwartz (w/att.)
William Ferguson "

Eucon Corp of Idaho 7-15-80
Columbia River Hwy - Hermiston Sect
Umatilla Co Cont # 8922

BRYANT

Re: Asphalt Escallation Claim.

The Asphlt Esc. Clause (change letter) is intended To protect our contractors from the risk of substantia increases in the cost of Asphalt Cement Material. An adjustment (usually, in favor of the Contractor) is initiate when the average price of the four asphalt cement materials suppliers exceeds 5% of the Base price established by the contract special provisions (change letter). The basis for adjustment only is determined by the posted materials price average of the four asphalt cement materials in Portland, Chevevron, Douglas, Shell and Union. This is the price protection provided by the contract.

The contractor's responsibility includes determination of a source of asphaltic cement material, either in or out of the State, estimate his bid cost for the specified bid item material.

It is unlikely that a contractor will be supplied or quoted at bid The <u>average</u> price indicated in the contract, ('77.75) as indicated by this subcontractor.

7-15-80
(1)

What is more likely, Klinker The Passing ~~and Idaho~~ contractor would have experience with Huskey oil of Boise or Spokane from his work experience in Idaho. That if allocation of supplier resources were possible, the contractor would get a regular customer commitment from his usual supplier in our area Idaho for price and supply. The contractors price should be determined from that source, And I believe that it was.

If asphalt cement material was available from any of the four Portland suppliers, we have been regularly advised by suppliers and contractors, that the plant price of the material is less than their Legal posted price. For instance Shell's legal posted price is significantly higher than the other three sources. Obviously Shell would be out of the Market if they weren't selling at a price no higher than the legal posted prices of the other three. In Klinker's 12-12-79 letter he indicated the prices to make up his bid of $97.35 was: $77.75 the base price (change letter) and $19.60 freight. For the reasons above the base price is unlikely, and our estimate for freight to Umatilla (Hot Rock source) was $17.60/ton. (our cost was determined from the then current tariff rates for bulk asphalt cement.

We have had experience with the savings of asphalt cement prices of the same parent company in various locations in the Northwest. Generally the swing (increase) at the

main plant is followed by a similar dollar (not %) increase at the other plants. We have had quotes from Husky Oil in Boise over the period covered by this contiact. If the assumption is true that Klinker had quotes and assurances of supply from Husky Oil of Spokane then the change in Legal posted prices would follow as indicated.

Husky oil in Boise

1979	Assumed as Base	$/ton
APRIL		$102
May		117
Jun		117
Jul		117
Aug		125
Sep		125
Oct		125

Compute Possible Adjustment from Husky Oil Source:

(Sep.Q+oct. Q)($125-102) - state adj. paid = possible due

(1,031+976.52)($23) - ($35,633.48) = $10,539.48

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-0107

NORMAN H. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

LA. D. B. TRAUTENMUELLER
JOSEPH A. TAUSECH, JR.
ELIZABETH YEATS

July 3, 1980 (mailed July 7, 1980)

RECEIVED
JUL 1980
LEGAL

RECEIVED
JUL 11 1980
CONSTRUCTION
BRANCH

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
408 State Highway Building
Salem, Oregon 97310

Re: Hermiston Section -- Contract No. 8922
Asphalt Escalation
Eucon Corporation, Contractor

Dear Jack:

Thanks for your time in conferring with me Friday last. I cannot say that I was as happy with the result of the conference.

Be that as it may, the revision letter upon which we have our differences of opinion states:

> "(c) A 'Monthly Asphalt Adjustment Price' will be determined each month. It will be the difference (±) between the 'Monthly Asphalt Material Price' and the 'Base Asphalt Material Price.'"

I am assuming that the Department did receive monthly current posted prices from the four suppliers named in the letter. Kindly make available copies of the four posted prices received by the State for the period of June through October of 1979.

I am still hung up on the intended meaning found in paragraph (2), which states:

> "Bid prices should not include any contingency to cover increases or decreases in the contractor's liquid asphalt costs."

As I indicated to you, my clients advise that neither of the four sources were able to furnish liquid asphalt during the period of September and October of 1979 when required for this job. We were required to go elsewhere and pay a substantially

higher price than that which has been allotted by the State by way of escalation in its progress payments.

It would appear to be an absurdity therefore to apply hypothetical prices for liquid asphalt when the product was not available from the sources from which the hypothetical (average) prices were obtained.

The foregoing seems to meet the rule of probabilities, if you apply a practical approach. However, I am mindul that everything that is practical is not necessarily reasonable.

I would appreciate you furnishing me the information requested. In the meantime, I will be thinking of this matter further.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

cc: John H. Bengtson, Esq.

Columbia River Highway-Hermiston Section
Umatilla County
Contract No. 8922

Date 1979	Average $/Ton	Chevron $/Ton	Douglas $/Ton	Shell $/Ton	Union $/Ton
Project Base Price	$77.75	$74.00	$74.00	$89.00	$74.00
June	86.00	84.00	86.00	89.00	85.00
July	86.00	84.00	86.00	89.00	85.00
August	92.25	95.00	86.00	104.00	84.00
September	95.50	95.00	86.00	117.00	84.00
October	95.50	95.00	86.00	117.00	84.00

ELJ:fr

Jackmond 7-14-80

8722

Department of Transportation

STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

February 15, 1980

Eucon Corporation of Idaho
P. O. Box 1323
Lewiston, Idaho 83501

ATTN: R. H. Klinker

Kessey / Jackmond J / Hopkins / Williams / Johnson / Glenn

RECEIVED
FEB 19 1980
CONSTRUCTION BRANCH

Richards / Berg / Inlow / Widmer / Gebauer / Church

Dear Sir:

Re: Columbia River Hwy.-Hermiston Section, Hermiston Highway, Contract #8922

Your request for $47,892.50 additional compensation for liquid asphalt has been referred to this office for resolution.

After studying your letters of September 13, 1979 and December 12, 1979, I have concluded that you established no basis for a claim. It appears to me that you have misinterpreted the intent of the asphalt escalation clause contained in revision letter No. 1, which is a part of your contract.

The asphalt escalation clause is designed to protect both the Contractor and the State from the effects of wildly inflating petroleum prices. The Contractor no longer has to try and outguess the effects of inflation and the State should receive better bids for the asphalt items.

The escalation clause does not guarantee the availability of liquid asphalt or the price of asphalt. Each bidder has to work out his own price and supply in preparing his bid. The escalation clause only assures him that during the life of the contract that the State will protect him from the effects of inflation, using the Portland market as the measuring stick.

According to the project records, all paving work was done between September 19, 1979, when you began patching, and October 16, 1979, when all paving work was completed. The record indicates that you were paid for 2,007.52 tons of liquid asphalt at your bid price of $97.35, or $195,432.07. By the time you began paving, the price of liquid asphalt in Portland had escalated 22.8% above the base price established for your job and you received an additional $17.75/ton for the 2007.52 tons under the escalation clause of the contract. This amounted to an additional $35,633.48.

I believe you have been compensated fairly within the terms of the contract. Your claim that asphalt was not available to you in Portland establishes no basis for a claim since the contract never assured you that it was. The fact that you had to buy asphalt in Pasco and Spokane at a price higher than you bid is not the fault of the State.

Your claim must therefore be denied.

Sincerely,

W. E. Schwartz
Region Engineer

WES/vt

KLINKER PAVING
P. O. Box 515 • Walla Walla, WA 99362 • (509) 525-6221

December 12, 1979

State of Oregon
Department of Transportation
P.O. Box 459
Pendleton, Oregon 97801

Re: Hermiston Section
Contract No. 8922
Asphalt Liquid Escalation

WW-63113-(60)

Attn: W.C. Ferguson

Gentlemen:

You state in your letter dated September 19, 1979 that it is up to the contractor to determine the price and availability at the time the project is bid. In April when the project was bid the material was available at the price we bid. It was not until later in the summer that the liquid supply became so tight.

Number two the contract states, "Bidders should not include in their bid prices any contingency to cover increases or decreases in the contractors liquid asphalt costs".

Number three you state in your letter dated September 19, 1979 that you will not shut the project down until the liquid becomes available.

Klinker Paving has a contract with the Oregon State Highway Department that provides, in material part, that the monthly price for the asphalt necessary to complete the project will be established by the Oregon State Highway Department the first of each month. That price would be the ".....average Asphalt Cement.....". The contract lists several suppliers of this product in the Portland area. The monthly adjustment would then be the difference between the base price set in the contract and the posted price from the suppliers in Portland.

The suppliers listed in the contract were not furnishing asphalt to contractors at the time but they were still posting prices, and that asphalt cannot be delivered at those prices but can be at higher prices elsewhere. This circumstance has cost Klinker Paving money in that it must buy asphalt at a much higher price that the State of Oregon is paying Klinker for the asphalt.

The strongest statement that can be made from these facts is that the

A Diamond Lime Company

escalator provision was put in the contract to protect the State of Oregon from inflated bids by which contractors would be anticipating price increases which may or may not develop.

To avoid this result the state, in effect, promised to protect contractors from price increases in the product by means of the escalator clause price provision. The bid specifications were specifically designed to induce reliance by the contractors on the State by that promised price protection. Reliance was, in fact, made by the contractor on that provision in submitting its bid. The mechanism in the contract failed of its purpose in that the Portland price is either non-existent or is unrealistically low in that no asphalt is actually available at the posted price.

The Portland price cannot be a true price for the product in that you cannot buy the product for that price when the product is in fact available from other sources at higher prices.

The State established this price mechanism, induced the contractor's reliance upon the mechanism and now, because of the failure of the mechanism, the contractor is injured and the State of Oregon is unduly benefited in that it is paying far less than the actual price of the asphalt necessary to pave its roads.

In light of the above we again request that the State of Oregon pay for the additional cost we have incurred due to the price escalation in liquid asphalt during the life of this project.

The following is a breakdown of the additional cost we incurred:

1. Liquid Prices at bid time were $77.75/per ton plus freight out of Portland $19.60/per ton for a total bid price of $97.35/per ton.

2. Price we had to pay for Asphalt at the time we paved the project was as follows:

McCall Oil - Pasco	$ 138.00/per ton	plus freight for 139 ton
Husky Oil - Spokane	118.00/per ton	plus freight for 15 ton
Husky Oil - Spokane	118.00/per ton	plus freight for 1,851 ton

TOTAL $ 239,370.00

3. Oregon State Highway Department paid us for 2,005 tons at the base price of $77.75, which is our bid price minus freight plus escalation of $17.75/per ton for a total of $95.50/per ton.

TOTAL $ 191,477.50

The above numbers exclude freight, because freight is not included in the escalation clause.

4. Total money due Klinker Paving is $ 47,892.50

Your prompt consideration will be very much appreciated.

Very truly yours,

Richard H. Klinker
General Manager

PHK/bn

cc: Lewiston (1)
file (1)

KLINKER PAVING
P. O. Box 515 • Walla Walla, WA 99362 • (509) 525-6221

RECEIVED
SEP 14 1979
RESIDENT ENGINEER
RE ☑ — ARE ☐

September 13, 1979

RECEIVED
OCT 8 1979
RECEIVED

State of Oregon
Department of Transportation
P.O. Box 459
Pendleton, Oregon 97801

Re: Hermiston Section
Contract No. 8922
Asphalt - Escalation

WW-63113-(31)

Attn: W.C. Ferguson

Gentlemen:

Revision Letter #1 for this project states that the base price for liquid Asphalt will be $77.75/per ton as computed in April from the four listed suppliers in Portland. At the present time there is not any liquid available in Portland.

Since there isn't any liquid available the posted price is meaningless. If we are to complete the project this year we will have to get liquid out of Pasco or Spokane. The prices F.O.B. jobsite at present are $144.00 and $139.00 respectively.

We feel it is the purpose of the escalation price to give the State the best price possible, instead of the contractor guessing at the escalation for the project.

The projected increases for the Portland area by next Spring would put the price equal to what we will have to pay this fall.

At this time we feel there is a couple of alternatives:

1. Shut the job down due to lack of liquid from the area we bid the project out of until the liquid is available next spring.

2. Purchase the liquid from the Spokane area, with reimbursement from the State of Oregon on the price differential.

At the present time it looks like the end cost paid by the State of Oregon for Asphalt liquid will be the same. In view of this we feel that alternative number two is the best and most economical approach. By going this

way the project will be completed this season, the public will have full and unrestricted use of the facility, there will be no maintenance or safety problems. Plus all engineering cost will end this fall instead of carrying thru the winter.

We feel that it would be much more beneficial to the State of Oregon, the traveling public, and the contractor to complete the project this fall under the guidelines outlined in alternate two.

Very truly yours,

Richard H. Klinker

Richard H. Klinker
General Manager

RHK/bn

cc: Lewiston (1)
file (1)

8922

333

ROAD DESIGN SECTION

DES 16-1

William C. Ferguson
Resident Engineer

October 7, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Columbia River Highway-Hermiston Section
Hermiston Highway
Umatilla Highway

I was pleased to read in your as-constructed narrative report that the vertical alignment was corrected between Stations 212+50 and 218+50. This area was considered in the design of the project; however, funds were short and we had to work within an allotted amount of money.

The designer drove through the project in February and agrees with your statement of "greatly enhanced road appearance and driving capability".

FE:ja

cc M. E. Schwartz

9922

September 2, 1980

United States Fidelity & Guaranty Co.
P. O. Box 1438
Portland, OR 97208

CON 3
#9922

Gentlemen:

On July 1, 1980, we wrote to you concerning release of final payment on Contract No. #922 awarded to Ruscon Corporation of Idaho for work on the Columbia River Highway-Hermiston Section of the Hermiston Highway in Umatilla County.

Final payment on this contract is $62,620.55 and the total contract amount is $1,267,337.47 including $14,946.41 for work performed under force account.

Sincerely,

Robert W. Carlson
COMMISSION SERVICES

dms

cc: Ruscon Corporation of Idaho
P. O. Box 1723
Lewiston, ID 83501

United States Fidelity & Guaranty Co.
100 West Harrison Plaza
Seattle, WA 98119

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#8922 7-8-80 L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

C. T. Keasey
Asst. State Highway Engineer

8922 5-22-80 333

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Columbia River Hwy-Hermiston
Highway: Hermiston
County: Umatilla

Contract No.: 8922
Prefix: 130-1063
F.A. No.: FR-76(?)

Item No.	Item	Unit	Original	Semi-final	%(+ or -)
	SUMMARY				
	Bid Items	$	1,168,466.75	1,215,930.36	+4
	Anticipated Items	$	43,100.00	54,958.39	+28
	Contingencies	$	54,520.50	3,418.72	-94
	Engineering	$	96,925.34	97,842.09	+1
	Total	$	1,363,012.59	1,372,149.56	+1

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS & UNDERRUNS

B.I. 5	Flagmen	Hour	600	2,779.5	+157

Heavy traffic on project highway and contractors' rate of progress caused overrun.

B.I. 10	Trench Exc.	C.Y.	475	614.91	+27

Replacement of many existing pipes caused overrun.

B.I. 12	Watering	M-gal.	750	2,865.9	+282

Sandy nature of earthwork and grading confinement of areas required additional water.

B.I. 13	Aggregate base	Ton	30,400	34,053	+12

Grade revision was responsible for this overrun.

B.I. 14	Aggr. leveling course	Ton	7600	8,931	+17

Grade revision was responsible for this overrun.

B.I. 22	36-inch culv. pipe	L.F.	12	118	+883

Replacement of existing culverts caused overrun.

B.I. 30	Guard rail,type 2A	L.F.	200	400	+100

One additional location needed guard rail.

	Liquid Asphalt Adjustment	$	10,000	35,633	+257

Escallation was underestimated.

8922

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-79		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
MODIFICATION NUMBER	March 10, 1980	Project Number No. FR-76(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,369,900.00	$ 1,385,435.00
Federal funds	$ 1,206,880.00	$ 1,220,568.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid item costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR 2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon February 26, 1980

Federal Aid Project
No. FR-76(2)

Columbia River Hwy. - Hermiston Section
Hermiston Highway in
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201

Roadway (Sta. 1+100 to Sta. 357+20)

Subtotal of previous estimate of December 5, 1979			$ 1,222,771.75
Previous Estimate			
Aggregate Subbase	30,400 ton	3.85	$ 117,040.00
18-inch Culv. pipe	164 Lin. Ft.	13.00	2,132.00
TOTAL			$ 119,172.00
Revised Estimate			
Aggregate Subbase	34,050 ton	3.85	$ 131,092.50
18-inch Culu. pipe	278 Lin. Ft.	13.00	3,614.00
TOTAL			$ 134,706.50
Increase			$ 15,534.50
Subtotal			1,238,306.25
Engineering			147,128.75
TOTAL			$ 1,385,435.00

Length of project - - - - - - -6.746 mi.
Cost of roadway per mile - -$205,371.30

Federal Funds - - - - - - - - -$1,220,568.00
State Funds - - - - - - - - - -$ 164,867.00

TOTAL $1,385,435.00

Group 1-100%
Group 8- 0%
Contract No. 8922
Prefix 130-1925
Prefix 130-1063

1772

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	to Oregon
MONTHLY TRANSACTION NUMBER 1-57		
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
MODIFICATION NUMBER 1	12-26-'79	Project Number FR-76(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, ,19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,323,919.00	$ 1,369,900.00
Federal funds	$ 1,166,372.00	$ 1,206,880.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December ,19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W. J. Mulcahy

Assistant State Highway Engineer
(Title)

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR 2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 5, 1979

Federal Aid Project
No. FR-76(2)

Columbia River Hwy. - Hermiston Section
Hermiston Highway
Umatilla County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 1+00 to Sta. 357+20)

Subtotal of previous estimate of May 25, 1979			$ 1,176,816.75
Previous Estimate			
Flagman	600 hr.	18.00	$ 10,800.00
Trench Excavation	475 cu.yd.	25.00	11,875.00
Guard Rail-Type 2A	200 Lin.Ft.	21.00	4,200.00
			$ 26,875.00
Revised Estimate			
Flagman	2,760 hr.	18.00	$ 49,680.00
Trench Excavation	590 cu.yd.	25.00	14,750.00
Guard Rail-Tupe 2A	400 Lin.Ft.	21.00	8,400.00
			$ 72,830.00
Increase			$ 45,955.00
Subtotal			1,222,771.75
Engineering			147,128.25
Total			$ 1,369,900.00

Length of Project- - - - -6.746 mi.
Cost of Roadway per mile - - - - -$ 203,068.41

Federal Funds- - - - - - - - - - - -	$1,206,880.00
State Funds- - - - - - - - - - - -	163,020.00
Total	$1,369,900.00

Group 1 - 100%
Group 8 - 0%
Contract No. 8922
Prefix 130-1925
Prefix 130-1063

8922

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-99	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-7-79	State Oregon County Umatilla Project No. FR-76(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 207, Jct. US 730, SW 6.74 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-79	6.746
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,323,919.00	$ 1,166,372.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.J. Tolmie
Assistant State Highway Engineer
(Title)

By For: H. S. Coulter
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 07 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, May 25, 1979

Federal Aid Project
No. FR-76(2)

Columbia River Hwy.-Hermiston Section
Hermiston Highway
Umatilla County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1+00 to Sta. 357+20)

Mobilization	All Required			$ 87,296.00
Temporary Protection and Direction of Traffic	All Required			4,000.00
Temporary Signs	898	Sq.Ft.	$ 6.00	5,388.00
Temporary Barricades	18	Each	200.00	3,600.00
Flagmen	600	Hour	18.00	10,800.00
Pilot Car	150	Hour	25.00	3,750.00
Clearing and Grubbing	All Required			5,000.00
Removal of Structures and Obstructions	All Required			2,000.00
General Excavation	29,150	Cu.Yd.	4.50	131,175.00
Trench Excavation	475	Cu.Yd.	25.00	11,875.00
Finishing Roadbed and Slopes	All Required			1,500.00
Watering	750	M-Gal.	15.00	11,250.00
Aggregate Subbase	30,400	Ton	3.85	117,040.00
Aggregate Leveling Course	7,600	Ton	5.20	39,520.00
Class "B" Asphalt Concrete Mixture	36,200	Ton	11.00	398,200.00
Asphalt Cement in Mixture	2,350	Ton	97.35	228,772.50
Asphalt in Tack Coat	15	Ton	97.35	1,460.25
12-inch Culvert Pipe	5,154	Lin.Ft.	7.00	36,078.00
15-inch Culvert Pipe	8	Lin.Ft.	12.00	96.00
18-inch Culvert Pipe	164	Lin.Ft.	13.00	2,132.00
24-inch Culvert Pipe	370	Lin.Ft.	15.00	5,550.00
36-inch Culvert Pipe	12	Lin.Ft.	22.00	264.00
15-inch Siphon Pipe	12	Lin.Ft.	15.00	180.00
18-inch Siphon Pipe	56	Lin.Ft.	16.00	896.00
15-inch Irrigation Pipe	110	Lin.Ft.	14.00	1,540.00
18-inch Irrigation Pipe	68	Lin.Ft.	15.00	1,020.00
60-inch Arch Type Pipe	64	Lin.Ft.	67.00	4,288.00
Extra for Pipe Under Pavement	84	Lin.Ft.	19.00	1,596.00
Concrete Siphon Boxes	3	Each	1,000.00	3,000.00
Guard Rail, Type 2A	200	Lin.Ft.	21.00	4,200.00
Guard Rail Anchors, Type 1	4	Each	250.00	1,000.00
Rail End Pieces, Type C	4	Each	150.00	600.00
Extra for Asphalt Approaches	173	Each	100.00	17,300.00
Loose Riprap, Class 50	4	Cu.Yd.	50.00	200.00
Delineators	200	Each	21.50	4,300.00
Roadside Seeding and Mulching	8	Acre	700.00	5,600.00

Oregon State Highway Division
Salem, Oregon, May 25, 1979

Federal Aid Project
No. FR-76(2)

Removal of Existing Sign Installations	All Required	3,000.00
Wood Sign Posts	All Required	3,000.00
Move and Reinstall Existing Signs	All Required	8,950.00
		$1,167,416.75

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 3,750.00
Bikeway Stencils and Striping (S.F.)	All Required	1,250.00
Temporary Erosion Control (E.W.)	All Required	2,000.00
On the Job Trainees (3 at $800)	All Required	2,400.00
		$ 9,400.00
	Subtotal	$1,176,816.75
	Engineering	147,102.25
	Total	$1,323,919.00

Length of Project 6.746 Miles
Cost of Roadway Per Mile $196,252.44

Work Retained in Program Status
(Not included in amounts below)

Bikeway Signs	All Required	$ 2,000.00
Replace or Repair Leaky Irrigation Pipe	All Required	1,000.00
Fence and Gates	All Required	20,000.00
Asphalt Cement Adjustment	All Required	10,000.00

Federal Funds (88.1%)	$1,116,372.00
State Funds	157,547.00
Total	$1,323,919.00

Group 1 100%

Group 8 0%

Contract No. 8922

Prefix No. 130-1925

Prefix No. 130-1063

Oregon State Highway Division
Salem, Oregon, May 25, 1979

Federal Aid Project
No. FR-76(2)

Columbia River Hwy.-Hermiston Section
(Nonparticipating - State Work)

Setting Mailbox Posts	70 Each	$ 15.00	$ 1,050.00
Furnish Mailbox Posts	All Required		700.00

#8922

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 28, 1978

FILE:

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Hat Rock State Park-Hermiston
Hermiston Highway
Umatilla County

TO: E. S. Hunter
Technical Services Engineer

NOTED
E. S. HUNTER

We have reviewed the status of the subject project and find the following:

1. The project, as carried on the approved six year program, is for 7.5 miles of grading, paving and a bikeway. The project is programmed for $1,900,000 of F.A. funds.

2. The 1977 ADT varies as follows:

   MP 0.01 -- 980
   MP 3.48 -- 1,700
   MP 5.56 -- 3,000
   MP 6.16 -- 3,350
   MP 6.75 -- 5,300

   High truck traffic is also experienced on this section of highway.

3. The bikeway portion of this project was originally initiated by a petition in May of 1973 containing 1,600 signatures. Umatilla County endorsed this petition and the Highway Commission approved it in September, 1973. During the survey for the bikeway in 1975 a need to reconstruct the highway was identified and it was decided to combine the two projects to realize cost savings. It was subsequently decided that the highway shoulders could be effectively utilized for the bikeway.

4. We have developed slopes and right-of-way needs for the first 2.95 miles at the north end of this project. Upon checking with Region Right-of-Way personnel, we are advised that the time to acquire the right-of-way for the first 2.95 miles would be approximately 10 months and for the entire section only two months longer.

5. The AASHTO minimum roadway sections for the ADT on this section would be as follows:

RECEIVED
TECHNICAL SERVICES
JAN 2'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

MP	Roadway Section
0.00-3.58	2 @ 12 ft. lanes + 2 @ 8 ft. shoulders = 40 ft.
3.58-6.16	2 @ 12 ft. lanes + 2 @ 8 ft. shoulders = 40 ft.
6.16-6.75	Curbed Section 2 @ 12 ft. lanes + 2 @ 10 ft. shoulders = 44 ft.

6. The hearing held on this project on December 3, 1975, stated that the greatest need for a bikeway on this project was from MP 3.58 to MP 6.75, which is the area of greatest development.

7. With the approval of corridor "J" by the Oregon Department of Transportation this project is needed and should proceed to contract.

Based on the initial expressed need and approvals for a bikeway, the results of the December 3, 1975, hearing in relation to the bikeway needs and other facets of the project, and the existing traffic counts, it is recommended that we purchase right-of-way for a 40 foot roadway section from MP 0.00 to MP 6.16 and for a 44 foot curbed section with a 5 foot bicycle and pedestrian way on each side from MP 6.16 to MP 6.75 and proceed to contract in March of 1980 with the entire section based on a 36 foot roadway section from MP 0.00 to MP 3.58, a 40 foot roadway from MP 3.58 to MP 6.16 and a 44 foot curbed section on into town ending at MP 6.75. The estimated cost is $2,243,000.

Approval would have to be secured from FHWA for the substandard shoulder width of 6 feet from MP 0.00 to MP 3.58. An additional $83,000 would be required to also construct this 3.58 miles with 8 foot shoulders.

DOC:ab
cc: D. H. Moehring
W. E. Schwartz
J. B. Boyd
F. E. Terpin
Gary Potter
Fred Eriksen

#8722

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

DATE: December 13, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FR-76(2)

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contract 8922, Work Completed November 12, 1979

Project Columbia River Hwy.-Hermiston

Highway Hermiston

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 17, 1980

G. K. Green
G. L. Green
Division Administrator

Filed
H. E. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
R. D. Church

Keasey | Richards
Jachmond | Berg
Hopkins | Inlow
Williams | Widmer
Johnson | Gebauer
Glenn | Church

RECEIVED
JAN 22 1980
CONSTRUCTION
BRANCH

8922

Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8922

December 4, 1979

Eucon Corporation
Post Office Box 1323
Lewiston, ID 83501

Gentlemen:

Re: Time Extension Request
Columbia River Highway-Harmiston
FAP No. FR-76(2)
Contract No. 8922

Your request for additional time on the above project has been carefully reviewed. A time extension of eight (8) calendar workdays is granted for phase "A" of this contract. This additional time is granted due to the various alterations made in the drainage items.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
W. E. Schwartz
W. C. Ferguson
FHWA
Robert Church

RECEIVED
STATE HWY ENGR
DEC 5-'79
REFER TO
FOR
Info. | Issues | R/D | D/R | Sign | Act. | File

R

Form 81-734-3123 (Rev. 7-77)

STATE OF OREGON

INTEROFFICE MEMO
FILE: CON 5 #8922

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

TO: Memo to File

DATE: December 4, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Columbia River Highway-Hermiston
FAP No. FR-76(2)
Contract No. 8922

Eucon Corporation has requested a time extension of 24 calendar workdays on the above project. Significant contract time data are:

Contract awarded	May 10, 1979
Work started	June 11, 1979
Specified completion	
Phase A	140 calendar workdays
Phase B	185 calendar workdays
Actual completion	
Phase A	148 calendar workdays
Phase B	175 calendar workdays

The contractor cites four reasons for delays to the project and these are: (1) Utility (telephone) adjustment, 7 day delay; (2) Force Account Work (fence), 4 day delay; (3) Wet areas resulting from run-off of excess irrigation water, 4 day delay; (4) Additions, deletions and changes in pipe culvert installations, 9 day delay.

There may be some validity to the delays claimed by the contractor in items 1, 2 and 3 above but each of these claimed delays is clouded by non-operational contractor equipment, concurrent project work and conflicting field engineering recommendations. Item 4, however, appears to be a clear and valid reason for time extension since there were numerous additions, deletions and changes made in the drainage items after the contract was awarded. The Resident and Region Construction Engineers affirm that these alterations did delay the project and recommend that the requested nine calendar workdays be granted. A review of project records indicates an overrun in most all drainage items on this project. A time extension of eight calendar workdays for Phase A (completion of all paving work) will eliminate all liquidated damages and should be granted.

This is a Federal Aid project and FHWA concurrence will not be required.

OBJ:fr

cc: H. S. Coulter
W. E. Schwartz
W. C. Ferguson
FHWA

8922

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: #23 COL. RIVER HWY.--HERMISTON		WEEK ENDING: Nov. 17, 1979
		SECTION PREFIX: 130-1063
HIGHWAY: Hermiston		COUNTY: Umatilla
NAME OF JOB: Columbia River Hwy-Hermiston	KIND OF WORK: Grading & Paving	
CONTRACTOR: Eucon Corporation	CONTRACT NUMBER: 8922	FEDERAL AID PROJECT NUMBER: FR-76(2)
DATE OF CONTRACT: May 10, 1979	DATE WORK STARTED: June 11, 1979	ESTIMATED COMPLETION DATE: Nov. 12, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,363,012.59	SPECIFIED COMPLETION DATE a) 140 CWD b) 185 CWD	PERCENT OF TIME ELAPSED a) 106 b) 95
EXCLUSIVE OF ENGINEERING: $1,266,087.25	ENGINEERING AUTHORIZATION $96,925.34	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,275,000.00	ENGINEERING COST TO DATE est'd $86,302.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Over 1 %	PERCENT OF AUTHORIZATION: 89 %	DATE PROJECT WAS COMPLETED: November 12, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.75	6.75			6.75
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.75	6.75			6.75
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29,150 CY	38,000 Ton			36,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE	26,185	42,900			35,950
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	26,185	42,900			35,950
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	Seed/mulch/cleanup		0
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

1 hydraulic mulcher, 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Hi-fog-cool	1		
MONDAY	Hi-fog-cool	1		
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 19 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Seeding & mulching work on project completed today.
MONDAY	Two men on project on miscel. clean-up work. Project completed as of this date, Nov. 12, 1979.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Seeding & mulching work was done on project Saturday Nov. 10, 1979.

REMARKS

Project completed November 12, 1979.

SIGNED W.C. Ferguson LOCATION Pendleton

W.C. Ferguson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BR-F216

8922 - - D C FILE: CON 5 #8922

FORM E 10 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1979

NOTED
H. S. COULTER

To: George Hopkins
Construction Operations Engineer

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: Quality of Highway Construction
Survey and Review of Records
and Documentation
Columbia River Highway-Hermiston
FAP No. FR-76(2)
Contract No. 8922

W. C. Ferguson and Eucon Corporation also constructed the Pendleton-McKay Reservoir project which is being reviewed for both Records and Documentation and Quality of Highway Construction.

It is doubtful any additional information would be obtained by reviewing the same resident engineer with the same contractor again on this project. This matter was discussed with Vince Tabor and William Kappus of the FHWA and they agreed.

This project will be dropped from the reviews and Barry Hatcher and his Wagontire-Lake County Line project will be reviewed instead. This is FAP No. FLH-F-1(9), Contract No. 8761 on the Lakeview-Burns Highway.

I have contacted Barry and scheduled these reviews to start on the afternoon of September 5 and continue on September 6.

RECEIVED
STATE HWY ENGR
AUG 24 79
REFER TO
FOR
Info. Issue R/D D/R Sig. Act. File

MDG:fr

cc: H. S. Coulter
Glen L. Green
W. E. Schwartz
Vincent Tabor
William Kappus
W. C. Ferguson
Barry Hatcher

#8922

STATE COPY

cc: State (H. [illegible] Coulter)

7-23-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Umatilla	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-23-79	David B. Carter, Area Engineer	F-76(2)

IN COMPANY WITH

Bill Ferguson, Resident Engineer, OSHD

LOCATION

Beginning near Hat Rock State Park and ending in Hermiston on the Hermiston Highway in Umatilla County, Oregon

CONTRACTOR NAME AND ADDRESS

EUCON Corporation, P. O. Box 1323, Lewiston, Idaho 83501

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
May 10, 1979	$1,168,466.75	See below	May 22, 1979	June 11, 1979

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	a) 49/140 = 35% b) 37/185 = 37%	8%

REMARKS

COLUMBIA RIVER-HERMISTON SECTION
HERMISTON HIGHWAY
Grading & Paving

This is a 3R type project which provides for widening and paving of this section of the Hermiston Highway. Associated safety work is also included.

Work in Progress:
Clearing work was in progress. This work began at the west end of the project and is progressing easterly. Grading has started at the north end of the project. This work was in progress at the time of this inspection. The cursher is producing 3/4"-0 aggregates.

Work Completed:
The clearing work is about 1/3 complete. Grading and placement of the aggregates for the widened section has just started.

Comments:
Construction signing and protection of traffic was reviewed and found to be adequate. The shouldering widening work is being done such that the drop off at the edge of the existing pavement is being backfilled as excavation proceeds. This eliminates most of the pavement drop-off usually associated with this type of work.

This project includes some sight distance corrective work. One additional area, not previously identified, has been added to the project. This area was identified thru local input after the project had begun.

The clearing operation includes removal of a number of trees from along side of the road to make room for the widened roadway. Also included is the removal and/or relocation of some of the existing fences.

The contract includes an intermediate contract time for the paving work of 140 calendar workdays. The overall contract time for the project is 185 calendar workdays. All work on the project must be completed within this time limit.

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8922

FORM 61.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 5, 1979

NOTED
H. S. COULTER

FROM: M. D. Glenn
Quality Control Engineer

RECEIVED
STATE HWY ENG
JUL 6 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Acq | File

SUBJECT: FHWA Reviews of Project Records and Documentation and Quality of Highway Construction Survey

TO: E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz

copy
PRO 6

The following projects have been selected for reviews of Project Records and Documentation and/or Quality of Highway Construction:

Cont. No.	FAP No.	Section	Resident Engineer	PR&D	QHC
		Region I			
8798	FF-TQF-1(4)	Warren-Scappoose	Barnhart	X	X
8860	IX-24(8)	Ross Isl. Br.-S.E. 50th Ave.	Fillmore	X	X
8519	I-205-7(40)311	S. Banfield Interchange	Shotwell	X	-
		Region II			
8788	HHS-75(2)	Monitor Road Junction	Weber	X	X
8863	F-2-6(3)	Del Rey Beach Access Rd.-Neawanna Cr.	Anderson	X	X
8882	HHS-26(14)	Pine St.-Academy St.	Wolfe	X	-
		Region III			
8654	I-F-5-3(111)137	N. Oakland Int.-Sutherlin Int.	Shull	X	X
8756	F-14(5)	Remote	Morrison	X	X
		Region IV			
8804	F-24(14)	Long Prairie Rd.-Willow Flat Rd.	Meritt	X	X
8934	FR-21-3(4)	Crooked River Hwy.-Frederick Butte Rd.	Robertson	X	X
		Region V			
8886	F-30(2)	Pendleton-McKay Reservoir	Ferguson	X	X
8922	FR-76(2)	Columbia River Hwy.-Hermiston	Ferguson	X	X

The tentative schedule is to review projects in Regions 1 and 2 between July 9 to 19 with projects in Regions 4 and 5 being reviewed the latter part of August and September. The quality of construction survey is to be performed whenever feasible - whenever the actual paving or bridge deck placement is being performed. Therefore, reviews will have to be scheduled to accommodate this requirement. The Resident Engineers will be contacted and requested to keep me informed as to when paving will be underway.

The first two projects scheduled to be reviewed are:

July 5-6 Pendleton-McKay Reservoir
July 10 or 11 Ross Isl. Br.-S.E. 50th

Please notify your Resident Engineers of the upcoming reviews. I will be contacting them and your Region Construction Engineers in order to firm up review dates.

MDG:fr

cc: H. S. Coulter
Glen L. Green
Vincent J. Tabor
William H. Kappus

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8722 6-20-79

FEDERAL AID PROJECT NO.
-30-010(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Umatilla

ITEM NO.
RS-98

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22'79
REFER TO,
FOR
Info | Instrs | R/D | D/R | Sign | Act | File

6-22 ok'd by TC

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-20-79	Secondary Route 30-010	Secondary 333

GENERAL LOCATION:
Hermiston - Hat Rock State Park Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify) Program Change See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-13-79 I approve the revised Preliminary Engineering costs to a TEC of $27,000 with Federal participation limited to $21,030.

(Increase TEC $20,000 - F.F. $15,630)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-20-79	G. K. Hansen	for Division Administrator

FORM FHWA-1240 (REV. 6-79) EXISTING STOCKS OF FORM FH-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-615

8922

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1979

FILE:

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 26, 1979 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 26 on the following projects:

1. Moro Rock Production
   Sherman Highway, Sherman County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wilsonville Road @ Boones Ferry Road
   Wilsonville, Clackamas County
   Traffic Signals

   Same as No. 1.

3. The Dalles-California Highway @ Nels Anderson Place
   Bend, Deschutes County
   Traffic Signals

   Same as No. 1.

4. W. Stewart Parkway @ W. Harvard Avenue
   Roseburg, Douglas County
   Traffic Signals

   Same as No. 1.

5. Beaverton (Fred Meyer Access)
   Tualatin Valley and Beaverton-Hillsdale Highways
   Washington County
   Traffic Signals

   Same as No. 1.

6. Rogue River
City Streets, Jackson County
Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Rogue Valley Highway @ Charlotte Ann Road
Medford, Jackson County
Grading and Paving
Left turn refuge. Four 11-foot lanes with 3-foot shoulders. Refuge at Charlotte Ann Road, 14 feet. Curbs on both sides.

Same as No. 6.

8. Kingwood Street (Florence)
City Street, Lane County
Grading and Paving
42-foot roadway, curb to curb.

Same as No. 6.

9. S.E. Monterey Avenue-S.E. Harmony Road
Cascade Highway, Clackamas County
Traffic Signals
Existing 8-foot shoulders and 8-foot sidewalk left. Overlay and minor widening.

Same as No. 1.

10. Applegate River Bridge
FAS A323, Josephine County
Structure
6-foot shoulders on approaches with 7-foot bikeway left and right on the structure.

11. Hubbard/Broadacres Road-Case Road
Yergen Road, Marion County
Grading and Base
32-foot gravel roadway to be paved at a later date by others

Same as No. 6.

12. S.E. Powell Boulevard-S.E. Foster Road
East Portland Freeway, Multnomah County
Paving
A 10-foot Class I Bikeway included in this project

13. Columbia River Highway-Hermiston
Hermiston Highway, Umatilla County
Paving
4 and 5-foot shoulders to be striped and signed as a bikeway

14. Wilson River Highway Jct.-Vista Ridge Tunnel
Sunset Highway, Washington and Multnomah Counties
Paving
10-foot shoulders provided on this project

Same as No. 6.

15. Lafayette Highway-Webfoot Road
Palmer Creek Road, Yamhill County
Grading, paving and structure
4-foot shoulders provided on this project

Same as No. 6.

16. Lone Rock Junction-Rock Creek
Wasco-Heppner Highway, Gilliam County
Oiling
24-foot oil roadbed

Same as No. 6.

17. Madras/Prineville Highway-Culver Highway
The Dalles-California Highway, Jefferson County
Paving
4-foot shoulders available on this project

Same as No. 6.

18. Odell Lake Rock Production
Willamette Highway, Klamath County
Aggregate Crushing

Same as No. 1.

19. Judkins Point Over Crossing
McKenzie Highway, Lane County
Structure Repair

Same as No. 1.

RS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8922

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-4-79

FEDERAL AID PROJECT NO. FR-76(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90156

COUNTY NAME Umatilla

PROGRAM STAGE (Check) 1. ☐ 2. ☐

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info | Invest | Rep | Dr | Sign | Att | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	4-4-79	Primary 76	Secondary 333

GENERAL LOCATION:
Columbia River Highway - Hermiston Section

GENERAL DESCRIPTION OF WORK:
Grade, Drain, High Type Pavement (RRR) and Bike Path

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)

Perm. Pavement Striping (SF)	$3,750
Bikeway Stencils & Striping (SF)	1,250
Temporary Erosion Control	2,000
On the Job Training	2,400

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 2, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,471,908 - Federal Funds $1,296,750.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 1-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8922

333

Form #1-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 14, 1979

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: [redacted]
Hermiston Section - Hermiston Hwy.
Umatilla County

TO: Bud George
Duane Christensen
Jack Sullivan

Please plan for the signing and marking of bicycle lanes the entire length of the subject project and charge the incurred costs to the Group 8 suffix.

DES:ge

3-19-79
Shaffer advised that there is not a sign study plan available and that all we can do at this point in time is to put money in the authorization. Shaffer suggested $1,000/mile. Please check with Traffic and Board. Seofield has made some estimates.

REFERRED TO

Beard Stoudenmeyer
Cole Semple
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1/2 Christensen RECEIVED
George
Olson MAR 15 1979
Terpin
Sullivan Cory
Scott ENGINEERING SECTION
Anderson

Trout
Do Not File
Return To
Bring Up / /
Action

3/20/79
Costs given to Specs
by E. Seofield.
L.W.

8922 333

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: J. H. Versteeg
Engineering

DATE: March 7, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Columbia River Highway-Hermiston Section
[redacted] Highway
Umatilla County

This office has investigated the existing signing on the above-named project and found the signing to be adequate. All signs and supports appear to be in good condition.

It is recommended that the bid schedule contain a bid item to move existing traffic signs. Approximately 75 regulatory, warning and small guide signs will have to be moved out due to widening of the road.

The Special Provisions should indicate the signs shall be moved to a location staked by the engineer. The contractor should be held liable for any signs damaged or destroyed by construction or moving of the signs.

L. E. George
Traffic Engineer

ELS:ds

cc: W. E. Schwartz
H. W. Oswald
Jack Sullivan
Lyle Watson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM Columbia River Hwy. - Columbia Lane Sec.

TO Columbia River Hwy. - Hermiston Sec.
Hermiston Highway
Umatilla County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

1 Verstoeg
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Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 27, 1979

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project F-76(-)
Columbia River Highway-Hermiston Section
Hermiston Highway
Design Standards
Umatilla County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the improvement proposal for the above project submitted with Mr. Christensen's letter of February 2, 1979. We agree the proposal is consistent with the 3R concept and is considered eligible for Federal-aid participation.

The actual structural surfacing to be placed should be based on a recognized design procedure.

G. K. Hammer
for G. L. Green

cc:
D. O. Christensen (OSHD)

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B/U 4-1-79 333

Salem, Oregon
February 15, 1979

Fred Eriksen

Fred Eriksen
Design Engineer Supervisor

Columbia River Highway-Hermiston
Hermiston Highway
Umatilla County

W. E. Schwartz
Region 5 Engineer

Attention: Vera Moore
Region Geologist

We are preparing plans for the subject section for the April 26 contract letting.

Material source needs for the project are estimated to be:

Aggregate Base	23,550 c.y.
Paving Aggregates	20,030 c.y.
Total	43,580 c.y.

Included in the location data was a map and letter on a quarry proposed for use on this project. The quarry is located just northerly of the junction of the Hermiston Highway with the Columbia River Highway. One copy of the map and letter is attached.

Please review the data on the quarry and if it will be offered for use, update the development plan and indicate whether its use will be mandatory or prospective. I believe we will need a reclamation plan and mining permit application as well.

FE:ab
Attachments
cc: F. Eriksen

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FEB 15 1979
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Victor Atiyeh
Governor

Oregon State Highway Division

Department of Transportation Building Salem, OR 97310 378-6558

February 2, 1979

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

Dear Mr. Green:

Re: Columbia River Highway-Hermiston Sec.
Hermiston Highway
Umatilla County

It is proposed to overlay and widen the subject 6.75 mile section to a 34 foot normal top paved width staying within the present 60 foot right-of-way width. The 34 foot section will consist of two 12-foot lanes and 5-foot shoulders. Where right-of-way problems exist 4-foot minimum shoulders will be provided. The existing section consists of two 11-foot lanes and variable width aggregate shoulders.

Minor vertical alignment adjustments will be made at locations where it can be contained within the existing right-of-way. Horizontal alignment will not be altered. The existing paved surface will be overlayed with three inches of asphalt. The base design for widenings and new work will consist of ten inches of aggregate base and three inches of asphalt.

The estimated cost of this proposal is $2,000,000.

To widen the shoulders on this section to AASHTO minimum standards would require right-of-way for the entire length on both sides of the highway and would delay the contracting of the project for at least 12 months. The increase in cost due to inflation over a year's period plus a considerable increase in project cost to widen the shoulders to AASHTO minimums is not justified at this time when highway funding is extremely short.

This overlay design is consistent with the proposed FHWA 3R regulations recently published in the Federal Register and has been discussed with and tentatively approved by Mr. Dave Carter, FHWA Area Engineer.

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FOR
Form 81-734-3122

Please review this proposal and give us your approval and/or comments. This project is presently scheduled for the April 26, 1979 bid letting.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:cj

cc: [redacted]
F. E. Terpin
W. E. Schwartz
F. Eriksen

8922 333

Salem, Oregon
January 22, 1979

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

W. E. Schwartz
Region 5 Engineer

Hat Rock-Hermiston Section
Hermiston Highway
Umatilla County

Based on your clear, logical analysis of the Hat Rock-Hermiston project we will proceed with plans for submittal to the FHWA for their concurrence. The project guidelines are:

1. 32' paved surface from Columbia River to M.P. 3.65.

2. 36' paved surface from M.P. 3.65 to 7th Avenue.

3. The 5" overlay base design prepared by Clarence Gregg will be negotiated for a lessor surfacing depth if this is reasonable.

The 3-1/2" overlay on the Pendleton-McKay Reservoir project was prepared by Clarence Gregg and approved by the FHWA.

JHV:jh
cc: Duane Christensen
Clarence Gregg

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 25, 1979

FILE:

FROM: W. E. Schwartz
Region Engineer W. E. Schwartz

SUBJECT: Hat Rock-Hermiston Section
Hermiston Highway
Umatilla County

TO: J. H. Versteeg
Engineering Section

S A L E M

Alternate three of Christensen's estimates for subject project would provide a highly desirable improvement. I don't believe, however, it could stand the critical scrutiny that it deserves in this day of austere construction budgets.

I have to stand with the recommendation that we made to Coulter on July 16, 1978 when we requested a program change to provide additional funding for the Umatilla-Hermiston project. That recommendation was for a 32-foot top overlay, 3½ inches thick over the existing travelway with an additional 2-inches in the shoulders.

I have recently gone over this section again, looking at the possibility for bicycle paths. If we must make this concession, I recommend a 36-foot top from Pumpkin Center Road, approximate M.P. 3.65, to the end of the project, M.P. 6.75. This takes us from the end of the Hermiston bedroom area to town.

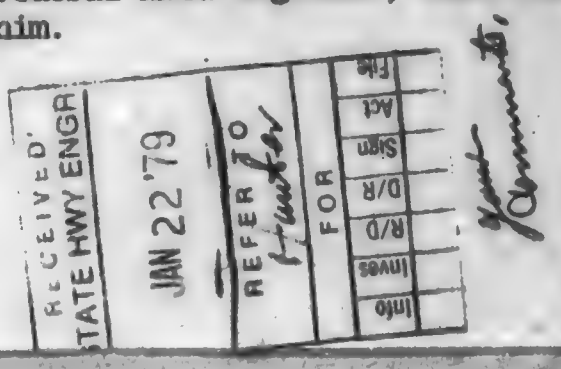
Under no circumstances should we consider a city street section from M.P. 6.15 to 6.75. Most of this area is not built up at all. There are houses from 7th Street to 8th Street and that is all. A city section may be desirable here and if the City wants it, they should form an L.I.D. and pay for the additional widening, curbs, storm sewer, sidewalks, etc.

The argument that we have to bring this section to AASHTO standards to get federal aid does not appear to hold water in the light of treatment to recent projects. Cases in point are the Pendleton-McKay Reservoir project which is scheduled for contract on February 22, 1979, and the Hot Lake-Union project which we completed last summer. Both of these projects have similar or greater ADT's and do not conform to what I understand AASHTO standards to be.

In Christensen's estimate, I also question the need for 5 inches of surfacing. The Pendleton-McKay Reservoir project has an existing surface which is as bad, or worse, than subject project and is designed for 3 inches of overlay plus 1/2 inch of patching.

I have not discussed this project with the Federal Area Engineer, Dave Carter. I intend to as soon as I can together with him.

WES:sh
cc H. S. Coulter
E. S. Hunter
D. O. Christensen



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W E SCHWARTZ

[redacted] SECTION

[redacted] TO 32 RIGHT OF WAY PARCELS WILL BE REQUIRED ON THE 32 FOOT [redacted]WAY [redacted]. [redacted]ROLD BRAINERD, RIGHT OF WA Y SUPERVISOR, ADVISES IO [redacted] TO CLEAR.

[redacted] C CHRISTENSEN

RP

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OREGON STATE HIGHWAY DIVISION

Interdepartment Teletype Message

To Station LG LAG from Station Salem LRW No. 87 Date 1-12-79 Time

W. E. Schwartz
Region 5

Hat Rock State Park-Hermiston Section

86 to 92 right-of-way parcels will be required on the 32' roadway section. Harold Brainard, Right-of-Way Supervisor, advises 10 months to clear.

Reply Requested ( )

Signed Duane O. Christensen

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FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 18, 1979

FILE:

FROM: J. H. Versteeg
Engineering

SUBJECT: Hatrock-Hermiston Project
Hermiston Highway
Umatilla County

TO: Duane Christensen
Final Design Engineer

Region 5's request for a program change on this project was for a 32' top width the entire length of the project. The limits of this 6.85 mile project were from the Columbia River Highway to 7th Street in Hermiston. The project as proposed was estimated to cost around $1 million. Frank Terpin's Unit checked the field estimate and were in agreement with the $1 million price tag.

I am still not sure whether we can buy right-of-way for a 40' section as proposed without additional documentation. This should be checked out with Program Management before any more time is spent on the preparation of right-of-way descriptions.

Please advise.

JHV:jh
cc: Frank Terpin
D. E. Swan

Hal - 1-11-79

Discussed above with Swan & Moehring. They say there should be no problem in getting approval to buy right-of-way for a 40 ft rdwy sec no matter what we build at this point since:

1. ADT calls for and justifies (AASHTO stds) 40 ft section
2. Corridor hearing report recommends 36 ft section
3. Whatever is done (a min 32 ft sec. at least) would eventually be upgraded - 5 stage construction approach.

DOL

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GENERAL FILES

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Form 81-724-5020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 10, 1979

FILE: NOTED
H. S. COULTER

FROM: J. H. Versteeg
Engineering

TO: W. E. Schwartz
Region 5 Engineer

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SUBJECT: 7.5 Mile G.P.-Bikeway Project
Hatrock State Park-Hermiston
Hermiston Highway
Umatilla County

A review of this project reveals the following course of events.

1. On May 4, 1973, Umatilla County submitted a petition bearing 1,600 signatures requesting a bicycle path on Highway 207.

2. On October 6, 1975, a project assessment on the Hermiston-Hatrock State Park Bikeway and Columbia River Highway-Hermiston Project was submitted to E. S. Hunter for approval. The typical section called for a separated bikeway with sod shoulders and a two-lane roadway with paved shoulders.

3. A combination corridor/design hearing on the Hermiston-Hatrock State Park Section of Oregon Route 207 and 703 in Umatilla County was held on December 3, 1975. The proposal presented at the public hearing was for two 12' travel lanes and 4' shoulders from the Columbia River Highway to 10th Street, and a 44' curb section from 10th Street to 7th Street in Hermiston.

   An 8.8 mile bikeway was proposed from Hatrock State Park to 7th Street in Hermiston. The proposed bikeway would either be totally separated from the roadway or separated by a physical barrier.

4. The corridor/design hearing study report was approved by E. S. Hunter in June of 1976. The recommended typical section was for two 12' travel lanes with two 6' shoulders stripped for use as a Class 3 one-way bikeway.

5. A seven mile $1.9 million grading, paving and bikeway project for the Hatrock State Park-Hermiston Section is carried in the six-year program for 1979.

6. You submitted a program change request dated June 16, 1978, and this was approved by H. S. Coulter. The program change request stated that by the elimination of two one-way bicycle paths for the project, the program funding could be reduced to $1 million and $900,000 could be reallocated to Project 508.

7. Work on this project in Final Design was delayed from June 1978 to November 1978 until the Highway Commission reaffirmed the selection of Route "J" on I-82 (the October 24, 1978, Commission Meeting).

8. On December 28, 1978, Duane Christensen recommended the following typical sections for this project.

   a. A 36' roadway section from M.P. 0 to M.P. 3.58 (1977 ADT 980).

   b. A 40' roadway section from M.P. 3.58 to M.P. 6.15 (1977 ADT 1,700 to 3,300).

   c. A 44' curb section from M.P. 6.15 to M.P. 6.75 (1977 ADT 3,300 to 5,300).

9. Current cost estimates are:

   a. A 32' section to M.P. 6.15 and a 44' section from M.P. 6.15 to M.P. 6.75.

M.P. 0 to M.P. 6.15	$1,220,000
M.P. 6.15 to M.P. 6.75	505,000
	$1,725,000

   b. A 36' wide typical from M.P. 0 to M.P. 6.15 and a 44' curb section from M.P. 6.15 to M.P. 6.75.

M.P. 0 to M.P. 6.15	$1,580,000
M.P. 6.15 to M.P. 6.75	505,000
	$2,085,000

   c. A 36' section from M.P. 0 to M.P. 3.58, 40' section to M.P. 6.15, and a 44' section from M.P. 6.15 to M.P. 6.75.

M.P. 0 to M.P. 6.15	$1,738,000
M.P. 6.15 to M.P. 6.75	505,000
	$2,243,000

   NOTE: For a 40' section from M.P. 0 to M.P. 3.58 add $83,000 to the cost for a total of $2,326,000.

10. We have laid out right-of-way for a 40' typical section for the first 2.95 mile unit. The Right-of-Way Section has estimated 10 to 12 months to acquire the right-of-way after descriptions are received. The proposed 32' wide overlay would require some right-of-way if reasonable standard rock slopes were maintained.

    Right-of-way costs for the proposed 40' and 44' typical section is $110,000 for the 6.75 mile section. This projected right-of-way estimate seems too low and could double after we have developed designs in more detail.

11. That portion of the proposed bicycle path along the Columbia River Highway from the entrance of the Hatrock State Park westerly to the intersection of the Hermiston and Columbia River Highways seems to have gotten lost in the shuffle. We are not preparing plans for a bikeway for this section of the Columbia River Highway. We are not sure whether that is the right decision.

12. Still to be resolved is what pavement width will the FHWA approve based on projected traffic volumes. We have not discussed this with them in any detail but it will be necessary to get a commitment on a 32' or a 36' top width pavement before we start buying right-of-way.

In summary, the alternates seem to be:

1. Go with a 32' top width overlay project at a cost of $1,725,000. This does require modest additional right-of-way and FHWA approval.

2. Construct a 36' top width roadway at a cost of $2,085,000. We probably should acquire right-of-way for a 40' section. This alternate provides a 6' shoulder for bikeway use and would require FHWA approval on the pavement widths. Approximately a year would be required for right-of-way acquisition.

3. Construct a 36'-40'-44' section as proposed by Final Design at an estimated cost of $2,243,000. This proposal requires right-of-way which takes up to a year to acquire. This alternate provides the longest term improvement for this section of highway and it provides a good bicycle improvement but we would need FHWA concurrence for the 36' wide portion of the improvement.

Transmitted for your review is a cost estimate for the 36'-40'-44' wide 6.75 mile improvement proposal Alternate No. 3 above.

We are pulling the details of this project together for the right-of-way acquisition for the first 2.95 mile unit of the proposed improvement. Your recommendations are requested. If you have had any discussions with the FHWA Area Engineer on the 32' wide proposal, please advise us.

JHV:jh
cc: H. S. Coulter
E. S. Hunter
Duane Christensen

8922 333

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 28, 1978

Duane O. Christensen
Final Design Engineer

E. S. Hunter
Technical Services Engineer

Hat Rock State Park-Hermiston
Hermiston Highway
Umatilla County

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We have reviewed the status of the subject project and find the following:

1. The project, as carried on the approved six year program, is for 7.5 miles of grading, paving and a bikeway. The project is programmed for $1,900,000 of F.A. funds.

2. The 1977 ADT varies as follows:

MP 0.01 --	980
MP 3.48 --	1,700
MP 5.56 --	3,000
MP 6.16 --	3,350
MP 6.75 --	5,300

High truck traffic is also experienced on this section of highway.

3. The bikeway portion of this project was originally initiated by a petition in May of 1973 containing 1,600 signatures. Umatilla County endorsed this petition and the Highway Commission approved it in September, 1973. During the survey for the bikeway in 1975 a need to reconstruct the highway was identified and it was decided to combine the two projects to realize cost savings. It was subsequently decided that the highway shoulders could be effectively utilized for the bikeway.

4. We have developed slopes and right-of-way needs for the first 2.95 miles at the north end of this project. Upon checking with Region Right-of-Way personnel, we are advised that the time to acquire the right-of-way for the first 2.95 miles would be approximately 10 months and for the entire section only two months longer.

5. The AASHTO minimum roadway sections for the ADT on this section would be as follows:

MP	Roadway Section
0.00-3.58	2 @ 12 ft. lanes + 2 @ 8 ft. shoulders = 40 ft.
3.58-6.16	2 @ 12 ft. lanes + 2 @ 8 ft. shoulders = 40 ft.
6.16-6.75	Curbed Section 2 @ 12 ft. lanes + 2 @ 10 ft. shoulders = 44 ft.

6. The hearing held on this project on December 3, 1975, stated that the greatest need for a bikeway on this project was from MP 3.58 to MP 6.75, which is the area of greatest development.

7. With the approval of corridor "J" by the Oregon Department of Transportation this project is needed and should proceed to contract.

Based on the initial expressed need and approvals for a bikeway, the results of the December 3, 1975, hearing in relation to the bikeway needs and other facets of the project, and the existing traffic counts, it is recommended that we purchase right-of-way for a 40 foot roadway section from MP 0.00 to MP 6.16 and for a 44 foot curbed section with a 5 foot bicycle and pedestrian way on each side from MP 6.16 to MP 6.75 and proceed to contract in March of 1980 with the entire section based on a 36 foot roadway section from MP 0.00 to MP 3.58, a 40 foot roadway from MP 3.58 to MP 6.16 and a 44 foot curbed section on into town ending at MP 6.75. The estimated cost is $2,243,000.

Approval would have to be secured from FHWA for the substandard shoulder width of 6 feet from MP 0.00 to MP 3.58. An additional $83,000 would be required to also construct this 3.58 miles with 8 foot shoulders.

DOC:ao
cc: D. H. Moehring
N. E. Schwartz
J. B. Boyd
F. E. Terpin
Gary Potter
Fred Eriksen

8922

Cross Referenced To:
FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 29, 1978

FILE:

NOTED
H. S. COULTER

FROM: F.E. Terpin
Location Engineer

TO: E.S. Hunter, Manager
Office of Technical Services

SUBJECT: Region 5 Six-Year Highway Improvement Program Change Requests

NOTED
E. S. HUNTER

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On July 10 you asked for an analysis of what the change would do for each project affected by the requests. The analysis was made more difficult because three of the projects are affected by corridor selection for Interstate 82.

The attached narrative presents some background for each project, a time frame for completion and an updated estimate. Also attached are two program sheets. The first, the program year and amount programed in the Six-Year Highway Improvement Program; the second, the revised program year the project could be advertised and the project estimate.

The program balance for the program change has an $880,000 deficit at the end of Fiscal Year 82. This is caused by a requirement that if Corridor "J" is constructed, traffic volumes will be great enough that four lanes will be needed on the Stanfield-Stanfield Interchange Section. Also if Corridor "J" is constructed, the folks in Stanfield will ask for a bypass of the city which, by programing in 1983, will cause a program deficit of $4,080,000. This amount would need to be allocated to the projects in the Six-Year Highway Improvement Program at its next update and other projects totaling that sum removed from the Improvement Program.

Traffic volumes on the Umatilla-Stanfield Section will require that a 4-lane section be constructed if Corridor "J" is constructed.

Attach (3)
FET:jp

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 24, 1978

FROM: W.N. Hackleman
Location Design Engineer

TO: F.E. Terpin
Location Engineer

SUBJECT: Location Unit Narrative Relating to certain Highway Improvement Proposals in Umatilla County

Pat Schwartz has requested that funding allocation for some four project proposals in Umatilla County on the Six-Year Highway Improvement Program be changed. This report is intended to discuss the ramifications of the requested project changes together with descriptions of the proposals, cost estimates, timing, and funding aspects. Three other major projects in Umatilla County listed on the Six-Year Program are included. The proposals considered here are:

1. Umatilla-Hermiston Section, Umatilla-Stanfield Highway.
2. Pendleton-Pilot Rock Section, Pendleton-John Day Highway.
3. Hermiston-Hat Rock State Park Section, Hermiston Highway.
4. Union Pacific Railroad Undercrossing just south of the Riverside Bridge, Oregon-Washington Highway.
5. Umatilla River (Riverside) Bridge Section, Oregon-Washington Highway.
6. Hermiston-Stanfield Interchange Section, Umatilla-Stanfield Highway.
7. The southerly two units of proposed Interstate 82.

1. The Umatilla-Hermiston Section of the Umatilla-Stanfield Highway is on the "B" Program for Federal Aid funding in Fiscal Year 1982. The program lists $820,000 (1977) that considers overlay only for this 4.8-mile section. The field location design for the project proposes a 5-lane section at an estimated cost of nearly $4 million. Schwartz has requested that program monies in the amounts of $750,000 from the Pendleton-Pilot Rock project and of $900,000 from the Hermiston-Hat Rock State Park project be assigned to the Umatilla-Hermiston project to allow a greater improvement. 1977 ADT on the section varies from

7,300 near the Columbia River Highway to 10,500 at the north city limits of Hermiston. A large number of accesses, particularly on the southern portion of the project, adds to the congestion. A substantial improvement of the existing 32-foot roadway is highly desirable.

The proposal recommended here is for 3-lane construction (two 12-foot travel lanes, 14-foot median and 6-foot shoulders) between the Columbia River Highway and Bensel Road (1.8 miles); and 5-lane construction (four 12-foot lanes, 14-foot median and 6-foot shoulders) between Bensel Avenue and Elm Avenue in Hermiston (3.0 miles). This assumes that the "J" line will remain as the routing of Interstate 82. The "J" line or "C" Alternate should affect traffic on the subject project very little while a change to the "C" line should reduce traffic volumes significantly.

A reconnaissance estimate indicates the aforestated section would have a construction cost of a little over $2 million. Some right of way or slope easements would be required for this rural section. It is believed that the project would be a category 3 non-major and could be advertised by late summer 1979.

2. The Pendleton-Pilot Rock Section of the Pendleton-John Day Highway is programed as a Federal Aid overlay project for Fiscal Year (B) 1979. This 13-mile project is allotted $1,900,000. 1977 ADT's range from about 2,150 to 3,750. The Region has proposed that this section be scaled down to what they deem the most 'worthy' unit; i.e., MP 2.5 to MP 6.9, a 4.4-mile segment nearest to Pendleton. This, they say, can be overlayed for $900,000, and request that the balance be allotted to the Umatilla-Hermiston and Union Pacific Railroad Undercrossing projects. Recent beam tests taken on the highway indicate that the unit selected by Region is in the most need of an overlay and that the southerly portion of the programed section is in fair condition. It has better drainage and foundation. We agree that a 3-1/2-inch asphaltic concrete overlay plus 1 inch for patching should not cost in excess of $900,000. The project requires only plans and specifications for implementation pending approval; three months, more or less, to advertise.

3. The Hat Rock State Park-Hermiston Section of the Hermiston Highway is listed on the Six-Year Improvement Program for grading and paving with a bikeway. The 7.5-mile section is set up as a Federal Aid project to be constructed in Fiscal Year 1979. Mr. Schwartz has requested that this proposed $1,900,000 project be reduced in scope by deleting the bikeway and providing a simple overlay and widening project with a 32-foot top width. He says this can be done for $1 million and proposes that the difference ($900,000) be allocated to the Umatilla-Hermiston project.

Our lowest estimate for providing a 32-foot section on this unit with adequate overlay and shoulder base is $1,210,000. This is based on 8 inches of soil-cement under the shoulders with a 3-1/2-inch asphaltic concrete overlay throughout immediately and a 1-1/2-inch future asphaltic concrete wearing surface. 1977 ADT for this highway is about 1,000 vehicles near the Columbia River Highway and raises to 7,400 in downtown Hermiston. East of the city limits traffic counts are below 3,500 (MP 0 to MP 6.2). Justification for the substandard 32-foot section could probably be made on a 3R basis. This would anticipate that the "J" route would remain the choice for Interstate 82. If this routing were changed to "C" or "C alternate", substantial increases in the traffic on the subject section of the Hermiston Highway would result making a wider section necessary. It should be remembered also that the project was initiated after the Department received a bikeway petition signed by a large number of the local people. However, a public hearing held later revealed that there was considerable opposition to a bikeway. Although the Region's proposal is less than desirable and will not make everyone happy, we believe it has merit and will provide a substantial improvement with a minimum cost outlay. Right of way needs could be limited to a few slope easements. It should be possible to go to contract in nine months or less with this downscoped version.

4. The Union Pacific Railroad Undercrossing (Bridge #4696) is not currently programed for replacement. It was listed in the February 1978 Highway Improvement Program in the now defunct A+ group. The Region feels this structure needs to be replaced in conjunction with the Riverside Bridge because of their immediate proximity. This undercrossing was constructed to provide 30 feet of horizontal clearance for the highway; however, the clearance is now listed at 26 feet. Apparently, within the last few years, railing has been installed at each end to allow exclusive pedestrian right of way. Schwartz has requested that $250,000 programed for the Pendleton-Pilot Rock job be reallocated to provide funding to replace this Union Pacific Railroad undercrossing. This is not enough money. Proposals and estimates are discussed in the following article along with the Riverside Bridge.

5. The Umatilla River (Riverside) Bridge is programed for contracting in Fiscal Year 1979. Five hundred thousand dollars is allotted for a Federal Aid project in the "B" program of the Six-Year Improvement booklet. The Region suggests that this sum, coupled with the aforementioned $250,000, would replace both the Riverside Bridge and the Union Pacific Railroad undercrossing. We have been unable to come up with an estimate for any proposal that falls within the sum of money allotted. The following possibilities were studied.

A. This alternative considers a new roadway and 2-lane structure on the upstream side of the existing bridge. This new river structure

would be about 265 feet long and provide a 32-foot roadway clearance and one 5-foot sidewalk. A 'button hook' connection would be made on the westerly end to allow for a lower river bridge, providing a 6 percent highway gradient and about 16 feet of vertical clearance under the new railroad structure. A new railroad bridge (85' x 20') would be constructed on a revised alignment just southerly of the existing facility. This would allow traffic to continue using the existing route during construction and provide for eventual four laning. Removal of the existing river bridge would not be an immediate need and construction and removal of a temporary railroad structure would not be required. Right of way would be needed. The project category would probably be 3 major and preliminary engineering and right of way acquisition could take two years or more to complete. Construction costs are estimated to be:

Grading (highway and railroad)	$ 293,000
River Structure	540,000
Removing existing RR structure	11,000
Railroad Structure	381,000
RR track and Ballast	50,000
Total	$ 1,275,000

If no change in grade is made and a new bridge is constructed alongside of the existing structure at approximately the same grade and warped back to the existing alignment, costs would be reduced about $150,000. Staging the lower grade to the existing southerly connection would only reduce costs about $100,000 and require a 10 percent gradient.

If Union Pacific would not allow revision of their alignment, additional costs to construct and remove a 'shoofly' structure would amount to about $125,000, for a total project cost of $1,400,000.

B. This alternative proposes a detour from the northeasterly side of the river, crossing it downstream from the existing bridge, curving along the westerly side of the river to connect to SE Byers Avenue. This detour (involving 3,500 feet of roadway, temporary pipes and signals) would allow the existing road to be closed. Riverside Bridge would be removed and replaced with a new 32-foot plus 5-foot sidewalk structure. No change in grade or alignment is contemplated. An 85-foot railroad structure is considered to accommodate eventual four laning. Vicinity sketches depicting these alternatives and locating other proposals herein can be found at the end of this narrative. Construction costs for alternative "B" are:

Grading (highway, RR, and detour)	$ 390,000
River Structure	550,000
Removing existing River Structure	53,000
Railroad Structure	381,000
Removing existing RR Structure	11,000
RR track and Ballast	50,000
Total	$ 1,435,000

Here again, if the Railroad Company resisted realignment, additional costs would be about $125,000. This provision of a detour would allow for replacing the Riverside Bridge only; however, the cost would approach $800,000. The impacts of the detour could cause pre-contract time of 18 months or more.

6. The Hermiston-Stanfield Interchange Section of the Umatilla-Stanfield Highway is carried on the February 1978 Six-Year Highway Improvement Program for Fiscal Year 1980. Federal Aid funding of $4,300,000 is allotted. This estimate is now (August 1978) $5 million. If the city of Stanfield is bypassed, total cost is estimated to be $5,400,000. Four-lane construction would cost an additional $2,600,000. 1977 ADT at the south city limits of Hermiston is 5,800; this increases to 6,400 in the city of Stanfield then drops back to 5,800 between Stanfield and Interstate 80N.

Traffic on the Hermiston-Stanfield Junction Section has increased by 25 percent in the last five years. Interstate 82 on a "J" line routing will not appreciably reduce the vehicles on the Hermiston-Stanfield. "C Alternate" would also have limited effect on this traffic while the "C" line for Interstate 82 should carry a substantial amount of traffic that would otherwise be on the Umatilla-Stanfield Highway.

It appears now that the Hermiston-Stanfield proposal will have to go through draft and final EIS, design hearing, and right of way acquisition processes. This will probably take three years; the job could be ready in August of 1981.

7. The first and second units of Interstate 82, Power Line Road-Bridge Road and Bridge Road-Old Oregon Trail, are in the Interstate Program for Fiscal Year 1981. Eleven million dollars is allotted for the first unit and $18 million for the second, 1977 dollars. These construction costs are now estimated to be $12 million and $20 million, respectively.

Studies are now being made, as a result of County concern, to determine if the selected "J" corridor is in fact the one desired. The "J" line is being compared to a "C alternate", suggested by County Planners, and the "C" line, an earlier (near original) proposal by State engineers. It is anticipated that ODOT Commissioners will make a determination at their September 1978 meeting as to whether the "J" line will remain the selected corridor or another corridor hearing will be held considering all three routes.

I assume the Commissioners will reaffirm their selection of the "J" corridor since I have been unable to perceive any new facts or fancies that would make this choice any poorer than it was originally.

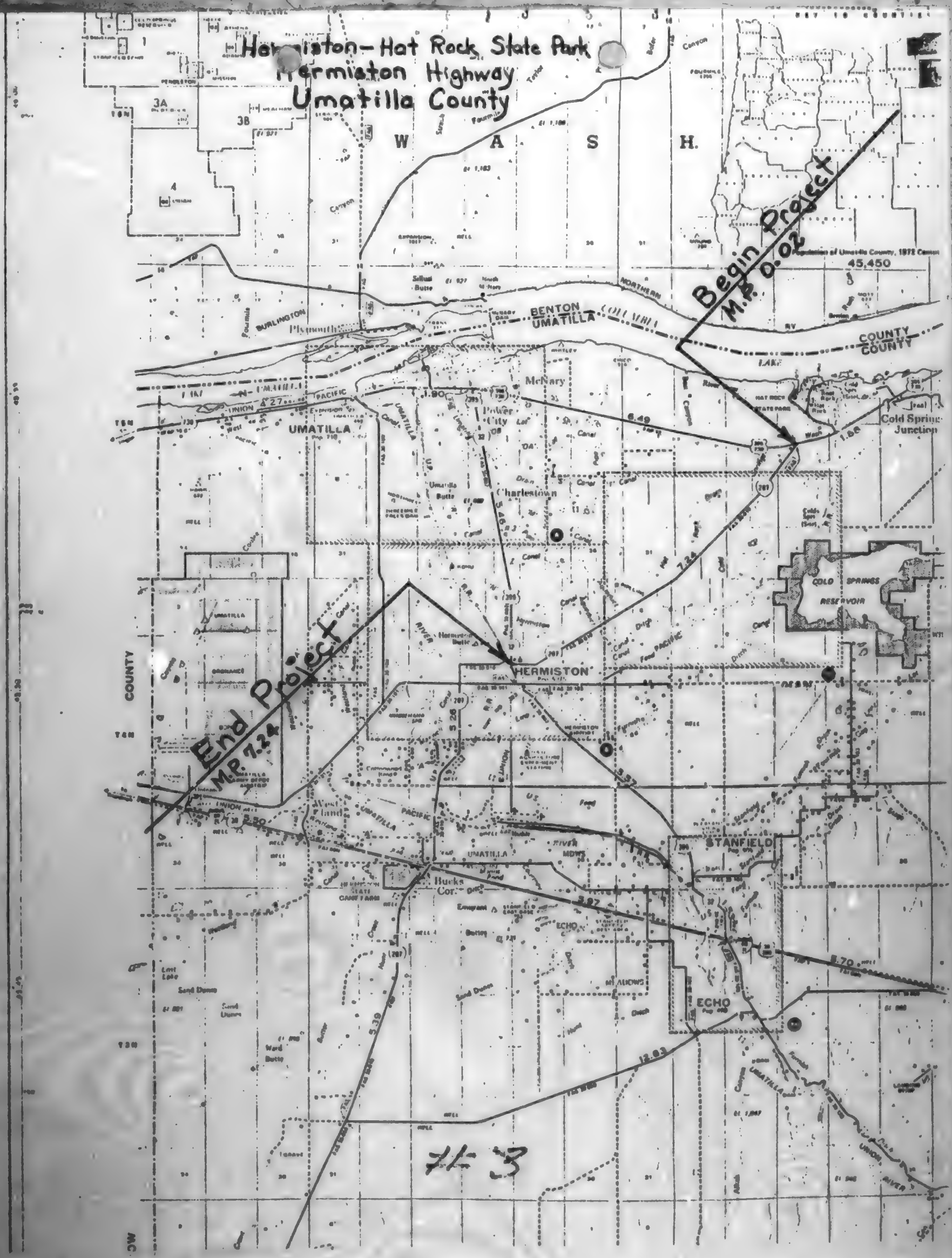
If it is determined that the "J" corridor will be retained without another corridor hearing, preliminary engineering, design hearing and right of way work would probably take 42 months, more or less. This would allow contracting in the first quarter of 1982. If another corridor hearing is held and the "J" route is selected, time to contract could require another year, say first quarter of 1983. If, after this corridor hearing, the "C Alternate" or "C" line were selected, it is anticipated that it would be in the first quarter of 1984 before the jobs could be let to contract.

Attachments
WNH:jp
cc Reconnaissance file

Umatilla - Hermiston Section
Umatilla - Stanfield Highway
Umatilla County

Pendleton McKay Reservoir Road Section
Pendleton - John Day Highway
Umatilla County

Hermiston – Hat Rock State Park
Hermiston Highway
Umatilla County



4-3

#5

N

Riverside Bridge
(Umatilla River)
Ore. → Wash. Hwy.

Shift R.R. Track over 15'

30° Curve

Remove East R.R. Structure

New 20'x5' R.R. Structure

Future Lanes

38°

22°

EVERS PLACE

SE 13TH DRIVE

30' SE COURT AVE

#5

N

Riverside Bridge
(Umatilla River)
Ore. → Wash. Hwy.

Shift RR. Track over 15'

3° Curve

Remove Exist. RR. Structure

Exist. RR. Structure

Future Lanes

UMATILLA

COURT AVE.

#5

Riverside Bridge
(Umatilla River)
Ore. – Wash. Hwy

Short R.R. Track over 15'

R.R. Spur Track

Pole Line

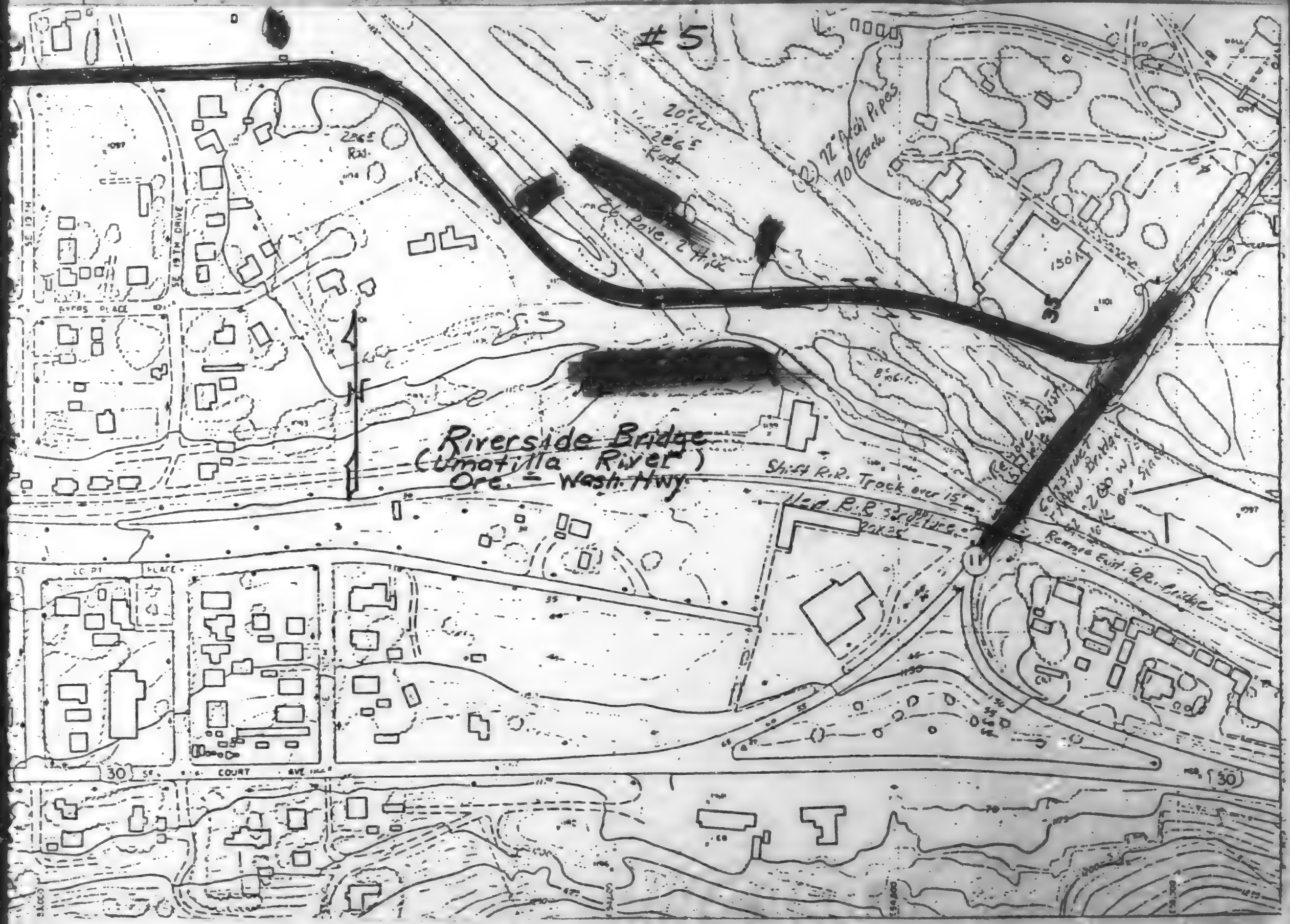
Ditch

30 ST

COURT AVE

#5

Riverside Bridge
(Umatilla River)
Ore. - Wash. Hwy.



Hermiston - Stanfield Intch. Sec.

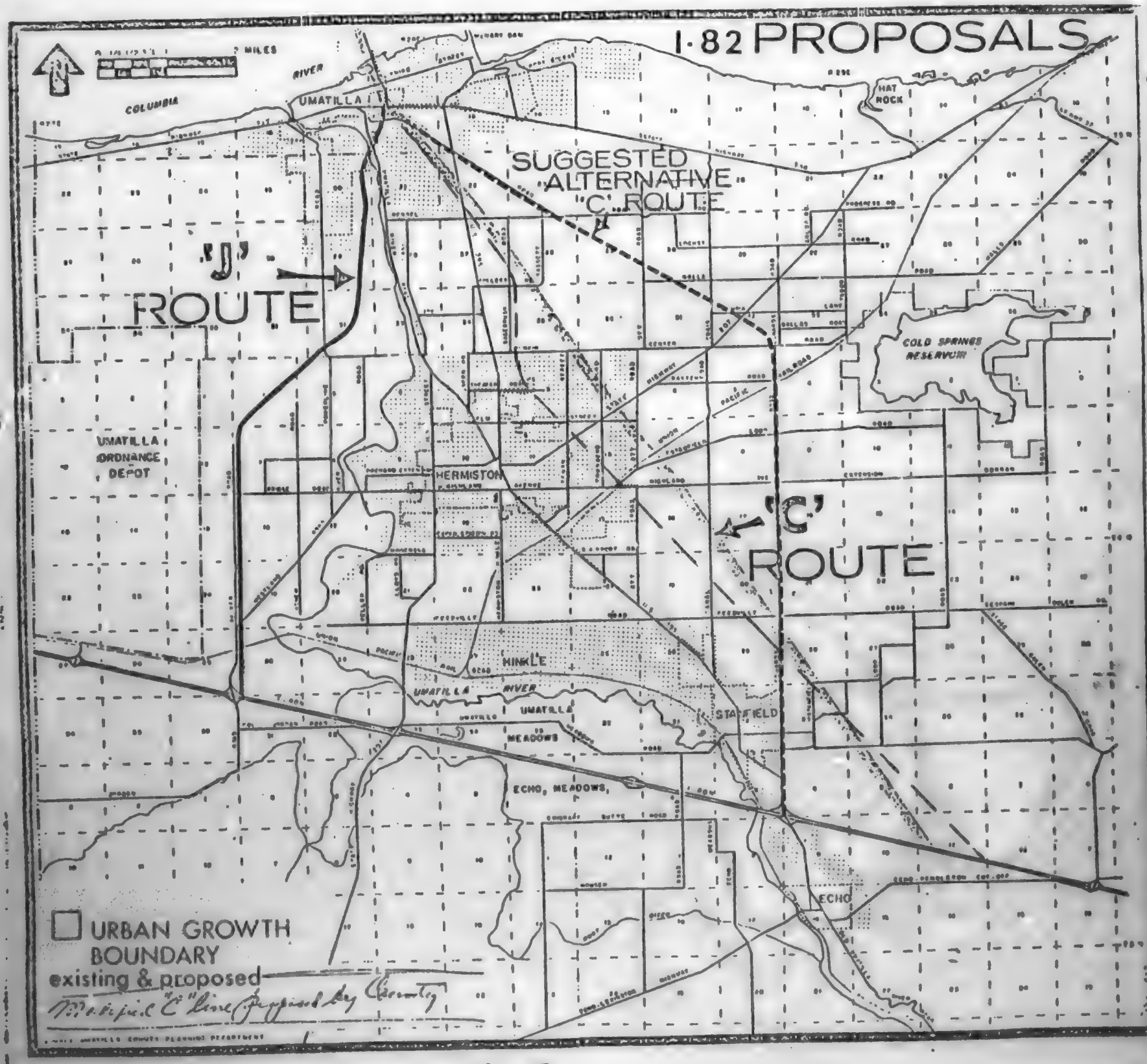
Umatilla - Stanfield Highway

Umatilla County

SKETCH MAP

#6

I-82 PROPOSALS



#7

#1 Current 6yr Program #1

	1979	1980	1981	1982	1983
Pendleton-Pilot Rock	1,900				
Umatilla River Bridge	500				
Hermiston-Hat Rock	1,900				
Hermiston-Stanfield		4,300			
Umatilla-Hermiston				820	
	4,300	4,300	0	820	0

#2 . Revised estimates of contract dates

#2

	1979	1980	1981	1982	1983
Pendleton-Pilot Rock	900				
Umatilla River Bridge UPRR Undercrossing		1,400 *250 **270			
Hermiston-Hat Rock	1,200				
Hermiston-Stanfield			4,800		
Stanfield-Stanfield Intchge					3,200
Umatilla-Hermiston				2,000 *750 **430	
	2,100	1,400	4,800	2,000	3,200

*Transferred from Pendleton-Pilot Rock

**Transferred from Hermiston-Hat Rock

8922 333

Salem, Oregon
July 14, 1978

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

L. E. George
Traffic Engineer

Hat Rock State Park-Hermiston Sec.
Hermiston Highway
Umatilla County

Please review the traffic accident history on this section from M.P. 0.00 to M.P. 6.80 to identify problem areas and recommend corrective treatment that may be incorporated in the project.

We believe some of the local road intersections the highway bisects have the potential for a high incidence of accidents. If that is the case, some of these intersections should, perhaps, be revised to reduce the number of roads converging at one point on the highway.

Attached is a sketch map showing the proposed project limits and the road intersections.

FE:jh
Attachment

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 14 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8922

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

June 16, 1978

NOTED
H. S. COULTER

FILE:

FROM: W. E. Schwartz
Region Engineer

TO: Frank Terpin
Location Engineer

S A L E M

SUBJECT: Request for Project Change
Hat Rock State Park-Hermiston Sect.
Hermiston Highway #333
Umatilla County

NOTED
H. S. COULTER

Pursuant to a telephone conversation I had with Mr. Coulter the other day, I had subject project re-examined to determine what saving could be realized by the elimination of the planned bicycle paths.

We found that a considerable expense was involved in the additional widening for the bicycle paths. There was extensive clearing and grubbing, excavation, drainage and irrigation extensions and relocations, and right-of-way purchases. By treating this project as a simple overlay and widening project to obtain a 32-foot top roadway, we found that a savings of $900,000 could be realized.

The attached request for a program change proposes to reduce the project to a $1,000,000 overlay and widening project, with the $900,000 savings to be re-allocated to project #508, the Umatilla-Hermiston Section, which was badly underfunded in the program.

The $900,000 from this proposal does not provide all of the funds necessary to fully fund project #508. Together with the proposal from my previous program change request, it raises the funding level to $2,470,000, still $1,200,000 to $1,400,000 short of the required amount. I do not believe that Region 5 projects should have to bear the full brunt of this programming error. I suggest that a critical review of the projects of other regions could provide the remaining funds.

WES:sh
Attachment

cc H. S. Coulter w/attach

RECEIVED
JUL 11 1978
LOCATION SECTION

RECEIVED
TECHNICAL SERVICES
JUL 7'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JUN 19 78
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

32' wide overlay appears appropriate
Would like your recommendation on the Proposal
JSC

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: June 16, 1978

A. IDENTIFICATION:

Proposed Section: Hat Rock State Park-Hermiston — Region: 5

Highway: Hermiston — St. Hwy. No. 333 — M.P. 0.0 to M.P. 7.5 — Length: 7.5 mi

County(s): Umatilla — (Attach Sketch Map)

Recommended Construction Date: FY 1979 — Proposed 6 YP 1979

Method of Doing Work: Contract XX — St. Force ____ — Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP	1979	$1,900,000
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Reduce funding for subject project #516 in current "B" program and re-allocate funds to project #508.

FAI ☐, FAP ☐, FAS ☒ XX, ST. CONST. ☐, OTHER ☐

C. ROADWAY & TRAFFIC

	Width			Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:										
Proposed Facility:										

D. DEFINE THE PROBLEM: Re-examination of subject project indicates that approximately one-half the programmed funds could be saved by elimination of two one-way bicycle paths from the project. Money saved should be re-allocated to underfunded project in current Six-Year Program.

E. PROPOSED SOLUTION: Propose to eliminate bicycle paths from subject project, reduce program funding to $1,000,000 and re-allocate $900,000 to project #508.

F. REASON FOR REQUEST AT THIS TIME: Project #508 is badly needed due to increased traffic volumes, access control problems, and bad accident experience. Project #508 has very high community support. and under-funded in 6 Y.P.

G. COST ESTIMATE

Roadway Work	$ ____
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	____
Structures	____
Other (Define) ____	____
Preliminary Engineering (By Whom) ____	____
TOTAL	$ ____

H. REQUESTED BY: Wayne E. Schwartz — Region Engineer or Section Head

Approval/Disapproval H S Coulter — State Highway Engineer — 8/7/78 Date

Approval/Disapproval ____ — Asst. Director for Operations — Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

8922

STATE OF OREGON

INTER[illegible]ICE MEMO

333

TO: D. O. Christensen
Final Design Engineer

Attention Fred Erickson

DATE: May 10, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Hermiston Highway
Columbia River Highway-
Columbia Lane Section
Channelization Needs

Based on the existing low traffic volume on the Hermiston Highway No. 333, and the very low volumes on the intersecting county roads, it would appear that little justification would exist now or in the foreseeable future for formal left turn refuge channelization.

The improvement envisioned is a widening project to a 32' paved surface. With the light volume existing, the occasional turning vehicle can be bypassed without channelization.

L. E. George
Traffic Engineer Supervisor

GLC/ds

REFERRED TO
Board, Steudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGIN

Vorstoog, Christensen, George, Olsen, Terpin, Sullivan, Scott, Savage

RECEIVED
MAY 10 1978
ENGINEERING SECTION

Treat, Do Not File, Return To, Bring Up, Action

81-128-1307

8922

Cross Referenced To:

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 29, 1978

FILE: 130-1925

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Col. Riv. Hwy - Columbia Rd Uni
Hermiston-Hat Rock Park Sect.
Hermiston Highway
Umatilla County

NOTED
E. S. HUNTER

Instructions have been received to prepare a project from the subject survey. The project will start at the junction with the Columbia River Highway and extend westward to Columbia Road, a distance of 3 miles. Development of this shortened section is due to recent "second thoughts" about the value of Corridor "J" versus Corridor "C" or C Alternate. This project would lie beyond the area under discussion. Prorated costs for said project appear to be about $800,000.00 exclusive of Right-of-Way. Instructions have been given to accounting to open prefix 130-1925 for charges, this prefix was flagged in Feb. 1977 by order of E.S. Hunter as the project did not appear on a current program. The project is now on the fiscal 1979 program. See attached transmittal sheet for location data.

FET:plc

RECEIVED
TECHNICAL SERVICES
MAR 29 '78
REFER TO
FOR
Info | Invest | R/D | L/R | Sign | Apr | File

8922

Cross Referenced To:

CON 8-2-2
Hermiston Secon.

March 23, 1978

Corridor decision of I-82.
Effect on the Hermiston-Hat Rock Creek Sec tion.

SEE: CON 21-2 - I-82

8922

Cross Referenced To:

April 14, 1976

697-H

Mrs. Dennis M. Ross
Route 3, Box 3153
Hermiston, OR 97838

Dear Mrs. Ross:

This is in reply to your recent letter regarding the proposed bikeway along Highway 207 between Hermiston and Hat Rock.

The financial picture for the Oregon State Highway Division is quite blank at this time. For this reason, and other reasons outlined in the letter you recently received from Mr. Shaffer, the Class III facility is recommended for construction.

Extruded curbs would not be placed between the shoulder and the traffic lanes. If an extruded curb were constructed, it would be placed between a shoulder and a two-way bikeway. This would require additional right-of-way width which, as indicated by the hearing testimony, is unacceptable to the residents.

By copy of this letter, I am requesting our Traffic Section to investigate the advisability of reducing the existing speed limit on the section between Hermiston and Hat Rock Junction when the subject project is completed.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder (enc.)
L. E. George "
Dwayne Hofstetter "
Frank Terpin
W. E. Schwartz "

DES/FET:mc ja

4 9

Rt. 3, Box 3153
Hermiston, Oregon
97838
March 26, 1976

Commissioners
Department of Transportation
State Highway Building
Salem, Oregon

Dear Commissioners:

Mr. Don Shaffer recently wrote to me to explain your decision on the Hermiston-Hat Rock Bicycle Path and the accompanying reconstruction of Highway 207.

I can understand, with the houses along Highway 207 being so close to the road, why people protested the purchase of every foot of property you wished to buy, and why you tried to narrow the width of the project. However, I am very concerned that six-foot shoulders, striped and signed as bikeways, won't be adequate protection for our children. Highway 207 is heavily used by commercial trucking firms and heavy farm vehicles, as well as by a tremendous flow of cars.

I would respectfully request that you review the materials we sent you when you first approved our request for a Class I bicycle path in 1973. I think they will give you a realistic view of how bad the situation is. And I am sure that the community support for a Class I path is still here. I would be happy to start another petition to indicate to you the strength of such support.

Short of that, I would urge you to at least give us extruded curbs to separate the traffic lanes from the shoulders and to reduce the speed limit from Hermiston to Hat Rock Junction to 40 miles an hour. Without at least these two protective measures, I'm afraid we will continue to have children injured and killed along Highway 207.

copy in Ira 7-2

Sincerely,

Marilyn A. Ross
(Mrs. Dennis M. Ross)

6SH

RECEIVED
APR 1 1976
LOCATION SECTION

RECEIVED
STATE HWY ENGR
APR 1 76
REFER TO Tenpas
FOR

RECEIVED
MAR 31 1976
OFFICE
DIRECTOR of TRANSPORTATION

8922 ~ 3-23-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-30-010(1)

STATE PROJECT NO. Hermiston-Hat Rock State Park Sec.

FROM: G.L. Green, Division Administrator
Salem, Oregon

Reference is to:

PROGRAM NO.

ITEM NO. RS-98

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO Rulien
FOR

Init.	Surv.	R/D	D/R	Sign	Art	File
						4

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3/23/76	Secondary Route 30-010
		STATE ROUTE NUMBER: Secondary Route 333

GENERAL LOCATION:

SR 207 - Jct. Columbia River Highway to Hermiston

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $7,000, Federal funds $5,400.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/23/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/16/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/23/76	E F Klaboe	Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1972—531-499

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/23/76

BY (Signature): L.W. Rulien's 3/16/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
98	RS-30-010(1)	6.8	7,000	5,400

RECEIVED STATE HWY ENGR MAR 26 '76

FOR: File, Act, Sign, D/R, R/D, Invgs, Info

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Hermiston-Hat Rock State Park Section Umatilla County State of Oregon	Preliminary Engineering including utility preparatory work.

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 3/23/76	SIGNATURE AND TITLE G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds thereafter or shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 6-71)

GPO 915-060

8922

March 16, 1976

TO R. L. Green, Division Administrator
Federal Highway Administration

FROM L. M. Bullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-30-010(1)

We are submitting program data for one project, Item No. 98, Project No. RS-30-010(1) "Lewiston-Hat Rock State Park Section, which we desire to have included in the Federal Aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering at an estimated total cost of $7,000 with obligation of $5,400 in Federal funds.

A copy of the State Clearinghouse A-95 review letter of approval was forwarded previously.

DMS:re

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 16, 1976

CARD 2

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	SR 207, Jct. Columbia Rv Hwy. to Hermiston	ADT	2,000	3,600	96	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
Preliminary Engineering								RS-	30-010

CARD 4

CLASS OF FEDERAL FUNDS	COUNTY NAME	CO
Rural Secondary	Umatilla	05

NAME OF URBAN AREA	ROUT NO.	FEDERAL-AID	STATE	U.S.
Hermiston	S	30-010	333	---

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1											
5				PE			6.8	7,000	5,400	1,600	
5				ROW							
5				CONST (CODE)		"Hermiston-Hat Rock State Park Section"					
						PROJECT TOTALS	6.8	7,000	5,400	1,600	

CARD 1 | **CODE 1** | PREPARED BY: DRH

CARD 1 | **14** | PROGRAM APPROVAL DATES

REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 16, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 207, Jct. Columbia Rv. Hwy. to Hermiston	ADT	2,000	3,600	96	10	Oregon	41	075	98

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
neering								RS-	30-010	(1)		

Rural Secondary

Hermiston

COUNTY NAME: Umatilla — CODE: 059

ROUTE NO. S — FEDERAL-AID: 30-010 — STATE: 333 — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			6.8	7,000	5,400	1,600		Preliminary Engineering all phases incl. P.E. by utility forces.
OW								(Future two 12-foot lanes with 8-foot shoulders and bikeway.)
NST ODE)		"Hermiston-Hat Rock State Park Section"						ROW-60 min.; Access Control-none; Parking restrictions-none.
		PROJECT TOTALS	6.8	7,000	5,400	1,600		

DRH

OVAL DATES

REMARKS

-OVER-

HERMISTON-HAT ROCK STATE PARK SECTION

PROJECT NO. RS-30-010(1)

Existing Facility: Two 10-foot lanes bituminous surfaced with 3-foot shoulders.

Adjacent Sections:

Southwest End - - - 36-foot curb to curb bituminous surfaced.

Northeast End - - - Jct. with Columbia River Highway.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction of two 12-foot lanes high-type pavement with eight foot shoulders and bikeway.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 2, 1975.

IM 50-1-70 Requirements:

State Clearinghouse: State Clearinghouse A-95 approval letter dated November 18, 1975.

District 12 Clearinghouse: Notice of Intent was submitted to District 12 Clearinghouse on Oct. 15, 1975 and has laid before the Clearinghouse more than 30 days without action; therefore it is assumed that no adverse comments or review will be recieved for this project.

FHPM 7-7-5 Requirements:

(a) Public Hearings: Hearing held December 3, 1975.

(b) Location/Design: Not a factor in the development of this project.

Data fo

Note:

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3, 1975.

velopment

Data for PR-37:

Preliminary Engineering	Field Work	$4,000
	P. S. & E. Preparation	3,000
	Total	$7,000

Note: This project is in Congressional District No. 2.

8922.

9

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Hermiston-Hat Rock State Park

Highway: Hermiston #333

County: Umatilla

Prefix: 130-1301

Res. Engr: John R. Hagedorn

Date March 9, 1976

Ten Year
Traffic Coefficient 8.5

18 kip s.a. per day 158.5

R value 43

Frost Penetration 24"±

CBE Total Requirement 20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0"
1.5"	A.C.W.S. (Mod. Cl. C.)	3.0"
2.0"	A.C.B. (Cl. C.)	4.0"
10.0"	A.B. (1.0"-0)	10.0"
15.0"		20.0"

OVER EXISTING ROADWAY

NOTED
E. S. HUNTER

1.5"	A.C. (Final Application)
1.5"	A.C. Overlay (Mod. Cl. C.) with an extra allowance (1.0") Cl. C. for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

RECEIVED
STATE HWY ENGR
MAR 11 '76
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

~~R.E.X.N.X.M.~~
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials

8922

8

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

November 24, 1975

Mrs. A.W. Cable
Route 3, Box 390
Hermiston OR 97838

NOTED
E. S. HUNTER

367.4

Dear Mrs. Cable:

We have received your November 16 letter outlining problems relative to the nearness of your home to Diagonal Road.

It is noted that Mr. Schwartz has since made response to your comments, therefore, we only echo his statements. When you have discussed the situation with Mr. Schwartz or his people and subsequent information is available, these problems should be easier to evaluate.

Very truly yours,

Victor D. Wolfe
Location Engineer

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO
FOR

WNH:jp
cc E.S. Hunter - 367/w/Schwartz' letter
W.E. Schwartz

Form 81-724-3128

OREGON STATE
HIGHWAY DIVISION
Region 5 Office
P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

November 20, 1975

Mrs. A. H. Cable
Rt. 3, Box 390
Hermiston, Oregon 97838

Dear Mrs. Cable:

This will acknowledge your letter of November 16, 1975 in which you discuss the proposed widening of the Hermiston Highway along Diagonal Road.

I have reviewed our project proposal and find that our present plans call for no right-of-way taking in front of your property. The total improvement will be made within the existing right-of-way. The centerline of the new highway will be in approximately the same location as the existing centerline. This means that traffic will be travelling no closer to your home than it does now. The only real difference you should notice would be that the present gravel shoulder would be paved.

I am pleased that you will be attending our meeting in Hermiston on December 3, 1975. At that time I or my staff would be happy to discuss the details of the project further with you. You will also have an opportunity to make your thoughts known to the Transportation Commission through either written or verbal testimony. This will become a part of the hearing transcript which the Commission considers in deciding to approve or disapprove the project.

Sincerely,

W. E. Schwartz
Regional Engineer

WES:sh

cc H. S. Coulter w/attach
V. D. Wolfe "
J. R. Hagedorn "

RECEIVED
NOV 21 1975
LOCATION
SECTION

11-28

Rt. 3, Box 390
Hermiston, Oregon 97838
November 16, 1975

State of Oregon
Transportation Commission
State Highway Bldg. Room 121
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 19 '75
REFER TO
Wolfe
FOR
Info | Inves | R/D | D/R | Sign | Act | File
K

Subject: Widening Highway 207
Diagonal Road
Hermiston-Hat Rock

Gentlemen:

As a property owner (Mrs. A.H. Cable) along the route of the above subject road improvement project I would bring several facts to your attention.

My property is located on the Southeast side of Diagonal Road on a curved portion of the road where it is intersected by three roads; Craig Road, West Pumpkin Center Road, East Pumpkin Center Road and my driveway. Below is a drawing of the property concerned.

RECEIVED
NOV 20 1975
LOCATION SECTION

My property bearders the road and also cinsists of the triangular section marked "A" in the above sketch. The house is presently only about twenty-five (25) feet from the shoulder of the road and another eight to ten feet would literally put the heavy traffic at my front porch. The increased car and truck traffic has become a serious problem from noise level and safety standpoint. There is actual rattling of windows in the house with heavy trucks at highway speeds. The curve and intersecting roads have made it one of the more unsafe sections of the highway and any additional widening to the South would make the house unsafe to live in as well as increasing noise levels.

During the past year my husband, Alfred H. Cable (now deceased), was contacted by someone from the Highway Department involved in this project. He showed them the triangular section of property North of Highway 207 marked "A" in the sketch on the previous page. He had agreed to donate that section of land to the State Highway Department for the purpose of widening Highway 207 if the highway would be widened to the North only. This would also assist in straightening out the curve and eliminating a hazard, particularly during the winter icy road conditions. I feel this would be a workable solution to a serious problem.

I will be attending the meeting in Hermiston on December 3, 1975 to discuss this matter with your representatives. I would appreciate an answer to this letter and your feelings on the subject prior to that time.

Sincerely,

Mrs. A. H. (Edith L.) Cable

cc: Mr. W.E. Schwartz, Regional Engineer
State Highway Division 5 Office
2111 Adams Avenue
La Grande, Oregon 97850

RECEIVED
NOV 19 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8922

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Hermiston Hat Rock State Park

DATE: November 18, 1975

The state has reviewed your project and reached the following conclusions:

11-20-75
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald Aeronautics Div.

- [X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~
- [X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- [ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- [ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7510 2 370

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 20 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
OCT 24 1975
DIVISION OF STATE LANDS

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
NOV 14 1975

PNRS STATE REVIEW

Project #: 7510 2 370 Due Date: NOV 14 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands

Agency Lands By Jan Haley

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 24 1975
STATE SOIL AND WATER CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7510 2 370 Due Date: NOV 14 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Hermiston - Hat Rock State Park

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Our SWCD informs us that irrigation ditches and pipe line crossings will need special attention as to capacity and earth stabilizing.

Agency Soil & Water By Charles V. Likes/sa

8922

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 .... La Grande, Oregon 97850 .... Phone 963-3177

November 10, 1975

Mr. Dave Bishop, Planning Director
Umatilla County Planning Commission
County Courthouse
Pendleton, Oregon 97801

Dear Mr. Bishop:

This will acknowledge your letter of November 4, 1975 in which you request information on the proposed improvement of Diagonal Road near Hermiston.

The newspaper article you referred to in your letter was probably the one which announced a public hearing to be held for the purpose of discussing the design features of the project with interested members of the public. At this meeting we will also have copies of our assessment of the environmental impacts which will be available for public review.

Detailed plans for the project will not be developed until after this hearing. There is no environmental impact statement for this project. Our assessment of the impacts was that there would be no significant impacts upon the environment resulting from the widening and improving of this existing highway.

You can be assured that the Highway Division will not develop plans for highway improvements which are in conflict with any comprehensive plans of Umatilla County. At the same time, I am reasonably certain that Umatilla County has no comprehensive plans which conflict with the existing highway system. I would be happy to discuss this matter further with you at the hearing.

Enclosed, as per your request, is a copy of the Highway Division's Six Year Construction Program. Please note on page 15, under the Rural Secondary Federal Aid program, fiscal year 1977, you will find the Diagonal Road improvement.

RECEIVED
NOV 12 1975
Office of
Assistant State Highway Engineer

Sincerely,

Wendell E. Schwartz
Regional Engineer

NOTED
H.S. COULTER

WES:sh

cc [redacted] w/attach
Vic Wolfe "
Gary Potter "
Roger Lang

Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276-7111
Extension 75

November 4, 1975

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ NOV 5 1975 RSE ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☐

W.E. Schwartz, Regional Eng.
State Highway Division
Region 5 Office
2111 Adams, Avenue
LaGrande, OR 97850

Dear Mr. Schwartz:

I read with interest an article in the Hermiston Herald of October 30, which announced the proposed widening of Diagonal Road. The Umatilla County Planning Commission is very much interested in such developments and would appreciate receiving a copy of the proposed plans and environmental impact statement for the project.

Also, I do not think the Planning Commission has an up-to-date copy of the State Highway Division's six-year improvement program, so perhaps you could send along a copy of the program as well.

I'm sure you are aware of how we are all (counties, cities and state agencies) supposed to be coordinating our Comprehensive Plans with each other under LCDC guidelines. Is your office responsible for state road planning in Umatilla County or is there someone else I should contact in order to get our plans together?

Thank you for your assistance regarding these requests.

Sincerely,

D Bishop

Dave Bishop
Planning Director

DB/vw

8922

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 15, 1975

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon
Ass'n. of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM George W. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 12
Hermiston-Hat Rock State Park
Hermiston Highway N.E. of Hermiston
Umatilla County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 17, 1975.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. W. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz, Reg. Engr.
H. W. Oswald, Dist. Engr.
Aeronautics Div.

Form 81-784-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: State Highway Division	[45	46] DIVISION: Dept. of Transportation			[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	[60	76] ZIP: 97310	[80
04	12] CONTACT PERSON: L. W. Rulien	[45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563	[59
01	12] PROJECT TITLE: Hermiston-Hat Rock State Park, District 12					[71
11	12] PROJECT LOCATION—CITY: Hermiston Highway N.E. of Hermiston		PROJECT LOCATION—COUNTY: Umatilla		PROJECT LOCATION SEC: T: 4-5N R: 28-29E	[79

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project involves preliminary engineering, acquisition of right-of-way, [71

07 12] grading, paving, and incidental work to widen and resurface the existing facility [71

08 12] and construct an adjacent bikeway. Roadway improvement is 6.8 miles. Bikeway is [71

09 12] 7.5 miles in length extending to Hat Rock State Park. [71

10 12] (See Attachment for details) [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,300,000		400,000			1,700,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways		[71
15	12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA	[79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: Oct. 15, 1975	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	November	17	1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/15/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

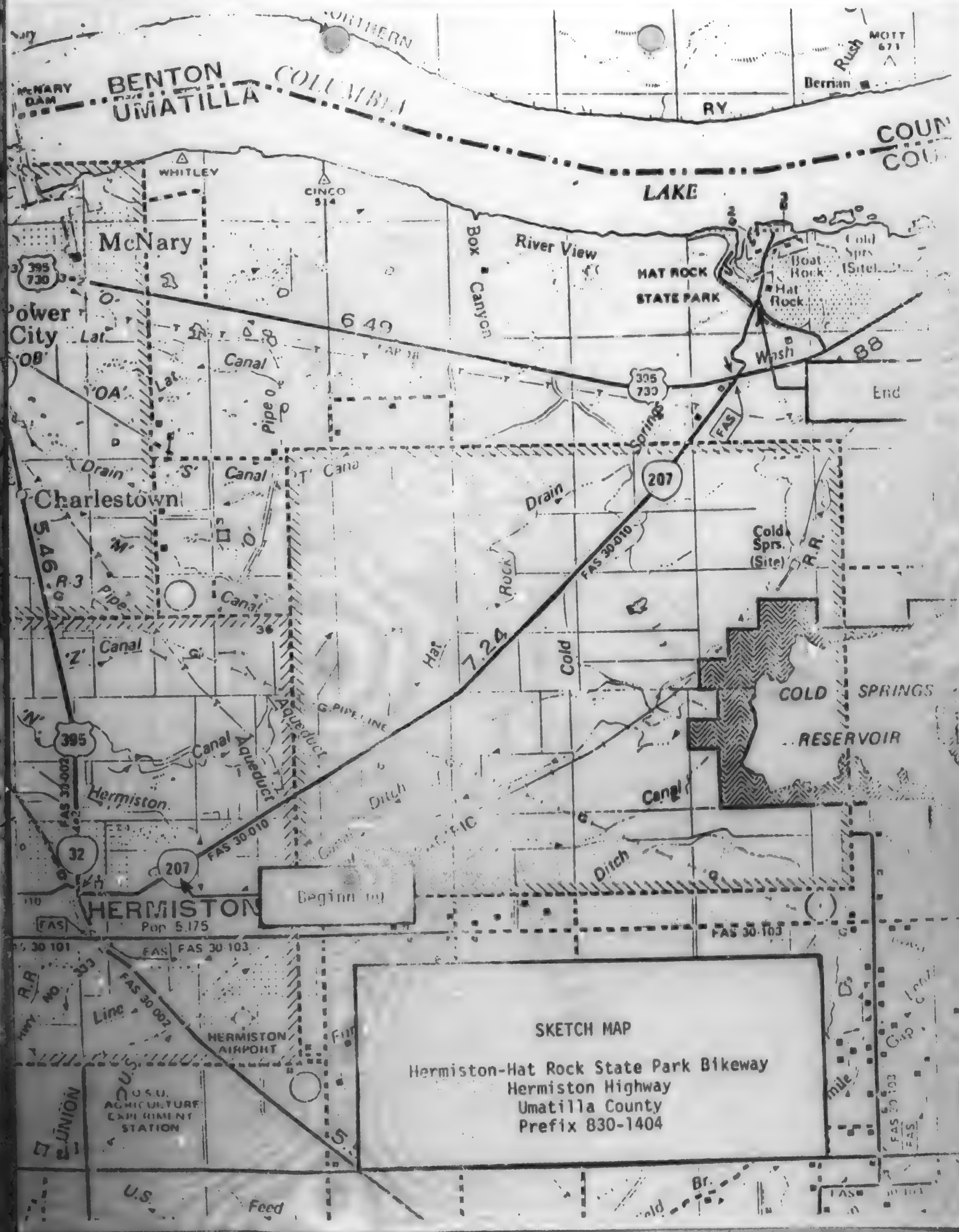
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

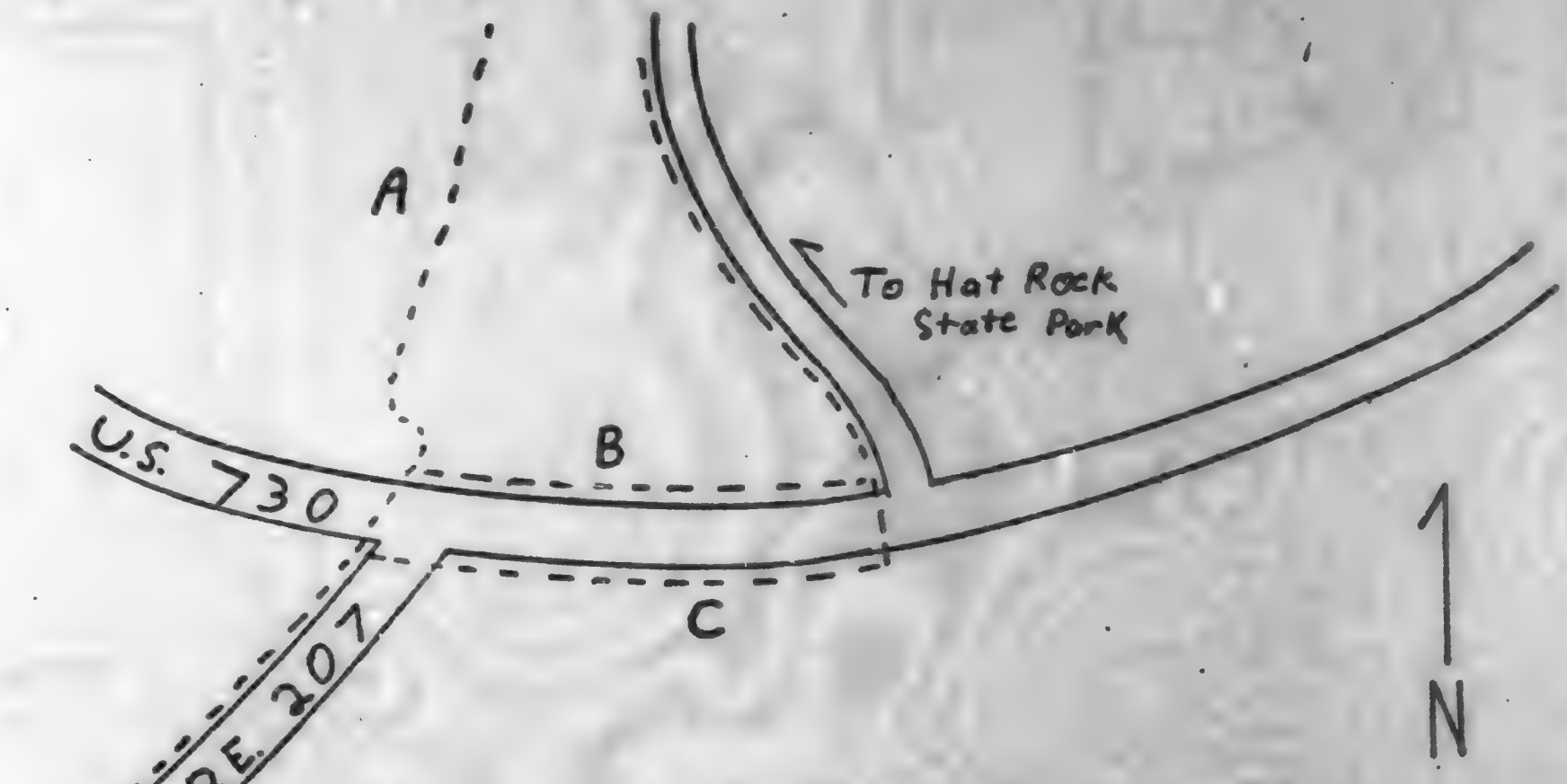
PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of non-major environmental impact under Oregon's Action Plan.

The project is proposed by the State Highway Division and is included in the Division's six-year construction program adopted by the Commission May 30, 1975.

Right-of-Way will be required and need for hearing offer will be considered.


BENTON
UMATILLA
COLUMBIA
LAKE
McNARY DAM
WHITLEY
CINCO
McNary
River View
Box Canyon
HAT ROCK
STATE PARK
Hat Rock
Boat Rock
Cold Spgs (Site)
Lower City
649
Canal
Lat
Pipe
Drain
Charlestown
Spring
FAS
207
Wash
End
Cold Spgs. (Site)
R.R.
FAS 30-010
Rock
Hat
7.24
Cold
COLD SPRINGS
RESERVOIR
G. PIPELINE
Aqueduct
Ditch
Hermiston
395
32
FAS 30-003
HERMISTON
Pop 5,175
FAS 30-101
FAS 30-103
FAS 30-002
HERMISTON AIRPORT
U.S.U. AGRICULTURE EXPERIMENT STATION
UNION
Feed
Br.
Begins
SKETCH MAP
Hermiston-Hat Rock State Park Bikeway
Hermiston Highway
Umatilla County
Prefix 830-1404



HERMISTON – HAT ROCK

Bikeway Alternates

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 14, 1975

A. PROJECT IDENTIFICATION RS-30-010(-)

Name of Project Hermiston-Hat Rock State Park Bikeway and Columbia River Hwy-Hermiston
(Section)

Location of Project - Hermiston Secondary Highway (Highway Name) No. 333; State Route 207 (Highway No., US - ORE)

Hermiston (City) Umatilla (County) 5 (Region)

Program Federal-Aid Secondary (Funding) $1,700,000 ($400,000 Bond '74, $1,300,000 FAS) (Estimated Cost) 130-1301-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a bike route from the community of Hermiston to Hat Rock State Park. In conjunction with the construction of the bikeway, Oregon Route 207 would be widened and resurfaced. (A grading and paving project.)

Origin and History: See discussion in Appendix A.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Bikeway is 7.5 miles in length. Roadway improvement is 6.8 miles.

Termini The northerly terminus of the bikeway is at the southerly edge of the parking lot at Hat Rock State Park. The southerly terminus is near the easterly city limits of Hermiston at the intersection of State Route 207 and NE Seventh Street.*

Alignment (new or existing) Roadway improvement utilizes existing alignment. Bikeway is on new alignment, mostly parallel to Route 207 on the northwesterly side.

*The roadway improvement is from the intersection of Route 207 with US Route 395 and 730 (northerly terminus) to the common southerly terminus with the bikeway terminus at the easterly city limits of Hermiston. (M.P. 0.00-6.15)

CATEGORY 3 PROJECT NON-MAJOR

Form (2)9-74

ADDENDUM

Origin and History

In May, 1973, a petition was signed by more than 1,600 concerned citizens of the Hermiston area requesting this bikeway. The citizens urged approval of the bikeway mainly based on safety reasons, demand, and to provide an alternative transportation access from Hermiston to Hat Rock State Park. On May 4, 1973, the Umatilla Court forwarded the petition with a favorable endorsement.

Subsequently, the bikeway request was presented to and approved by the Oregon Transportation Commission on September 19, 1973. The construction of this facility was to be accomplished during the 1973-1975 biennium.

The bikeway project survey was started in January 1975. At the time this survey was nearing completion, it was determined by the local governmental entities that the Hermiston Highway (ORE 207), locally call "The Diagonal," was high on their priority list for reconstruction under the bond program. To actualize cost savings, they decided that the bicycle path would be constructed in conjunction with the reconstruction of the highway.

The 106 property owners directly affected by the proposal were polled by OSHD personnel for their opinions on spending funds for the bikeway. There are mixed emotions about the bikeway. Of the 106 property owners along the route. 60 felt it is a good program; 16 felt it was a waste of money or of no value; the balance made no comment or were not contacted. Everyone was in favor of widening the highway since it does carry much truck traffic.

The roadway and bicycle path construction is scheduled for the summer of 1975. However, the Project Development Schedule indicates a contract letting in the spring, 1976.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Right-of-way required. Acreage not yet determined. Land use is residential and agricultural.

Typical Section Bikeway - with sod or barkdust on either side.

Roadway - 2 lanes and shoulders.

Bikeway Already discussed

Structures

Additional Facilities Pipe required where active irrigation ditches are disturbed and relocated during construction.

Access Control None at this construction.

Materials Source at approximately M.P. 191.4 of the north end of the Columbia River Highway-Hermiston roadway project. Sufficient quantities for entire project.

Borrow and Waste Disposal Not yet determined.

Special Construction Methods

Characteristics (ADT) 1973: M.P. 0.01-760; M.P. 3.48-1,500; M.P. 5.56-2,550; M.P. 6.16-2,950

Other General Information (or Supplemental information to items) The city of Hermiston has not planned any bike routes to connect with the bikeway. Neither Hermiston nor Hat Rock State Park have any bikeways. The bikeway will often swerve to miss shade trees and other cultural features. Fencing is to be relocated most of the length of the project on the edge of ROW next to the bikeway.

1973 traffic data for the Columbia River Highway at a spot about 2 miles east

(cont. on Page 2A)

Project Sketch Map is Attached: [XX] Yes [ ] No

PAGE 2A

Other General Information: (cont.)

of the junction with State 207 reveals a truck mix of 28% of all traffic. Since the project section is close to this spot, it may have a similar truck mix, plus a high percentage of trucks during harvest periods.

The present plan for tne section of the bike route from the Columbia River Highway to the parking lot at Hat Rock Park conflicts with property owned by Broken Circle Ranch. The owners plan to irrigate with irrigation wheels, a practice which will be incompatible with a bikeway. The proposed route does not merely cross a corner of the property, but bisects it.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The bikeway could possibly be located on the southeasterly side of State 207. Other alternatives to the Class I bike route could be a Class II or Class III route. A Class II route is separated from the highway by a curb while a Class III route would be the paved shoulder of the road. These two types are less expensive and less safe than the Class I.

From the junction of ORE 207 and US 730, three alternatives present themselves. (See sketch map.) Alternate A is the originally proposed route which bisects private property. Alternate B crosses US 730 at the junction, then follows the highway on the north side, then follows the access road on the east side to the parking lot. This requires road cuts on the northside of US 730. Alternate C crosses 207 just before the junction and follows 730 on the south side, crossing over at the Hat Rock access and continuing the same course as Alternate B from that point.

cont. page 3A

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Petition signed by over 1600 residents in May of 1973. Citizen correspondence with Highway Division officals. No hearing to date.

Public Hearing(s) Schedule: [ ] Not Required [XX] Offering May be Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [XX] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies U.S. Postal Service, Hermiston Irrigation District.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None expected.

The routes "B" and "C" are preferred as they do not bisect any private property. Alternate "B" is advantageous in that it makes one highway crossing while "C" makes two highway crossings. Route "B", though, would be nearly adjacent to 30 foot cliffs and would require approximately 2,000 feet of roadcut. Route "C" would require some fill near, but not in, a roadside stream. No major impacts are associated with either alternative.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status		Date	FHWA Status		Date
[XX]	Survey Authorization		[ ]	Systems Planning	NA
[ ]	Reconnaissance	NA	[ ]	Prel. Engineering	
[XX]	Field Location		[ ]	Corridor Approval	
[XX]	Office Location		[ ]	Design Approval	
[ ]	Field Prel. Design		[ ]	Plans, Specifications and Estimates Approval	
[ ]	Office Prel. Design				
[ ]	Final Design				
[ ]	Contract Plans	Scheduled for April-June 1976 (Project Development Schedule). Construction is scheduled for 1975in Prelimirary 6-Year Const. Pro			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The surrounding area is open and rolling, and is all within the Umatilla basin. Drainage is into the Umatilla River which passes near the western edge of Hermiston on its northward course to the Columbia River. The soils, which are predominantly Aeolian and Sandy, are suitable for grazing and dryland and irrigation farming. The area consists of Pliestocene glaciofluviatile deposits underlain by basalt flows which, together, act as an aquifer. The area is, therefore, marked with many springs, intermittent ponds and marshes. Hat Rock State Park is mostly of Miocene basalt. A volcanic neck (Hat Rock) remains.

The sparse natural vegetation is mostly sagebrush, bluebunch wheatgrass, and Idaho fescue. There are very few trees except those introduced along roadways by residents.

Waterfowl and other game birds, song birds, and small mammals make up the major animal population. The Umatilla River hosts such fish as summer steelhead, spring chinook salmon, and coho salmon.

The semi-arid climate yieldsan average annual precipitation of 8-9". Evapotranspiration may become as much as 80-90% of this. Summer days are warm to very hot and the nights are usually much cooler.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Hermiston is a rural town about six miles south of the Columbia River McNary Dam. The city had a 1974 population of 5,865 and has an elevation of 457 feet. A fast-growing community, Hermiston increased its population by 20% during the 1960-1970 decade and by 20% again in only 4 years following.

Hermiston's economy is based principally on agriculture, food processing, light manufacturing, and recreation-tourism. Agriculture consists mainly of dryland and irrigated farming of hay and other grasses, wheat and beef cattle.

The concerned section of State Route 207 (Highway 333) runs southwesterly from Hat Rock State Park to Hermiston. This road diagonally crosses the established township and range road system and is, therefore, known as "Diagonal Road." The route

(cont. on Page 5A)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Additional right-of-way is required the length of the northwesterly side of the route with some required on the SE side. The requirement varies throughout the route, but it may be up to 10 feet from the edge of the present right-of-way. Lands required for right-of-way and related impacts are not considered significant to the degree which might necessitate a hearing.

Consequences:

Relocation of mail boxes, telephone poles, siphen boxes and possibly the removal of many Black Locust and Russian Olive shade trees. Removal of portions of residents front yards, and disturbance of irrigation ditches.

2. Estimated Changes in Traffic Patterns:

More bicycle traffic expected.

Consequences:

Safe for bicyclists and motorists.

PAGE 5A

Cultural: (cont.)

thus encounters about a dozen intersections, some involving more than one other road.

Residential strip development along the road is common, especially between the intersections at Hooker Road and Craig Road. Many of the residents have planted Black Locust and Russian Olive shade trees in the right-of-way. There are also many mailboxes and utility poles in the right-of-way.

Because of extensive irrigation, the highway section crosses aquaducts and irrigation ditches about 9 times. Irrigation sources are the Columbia River to the north and Cold Springs Reservoir to the southeast. Route 207 also crosses over a gas pipeline and under two transmission lines. A buried telephone cable of unknown depth may cause some problems during construction. It runs along the right-of-way from Station 107+40 to the end of the project.

Since irrigation is vital to the economy of the area, replaced pipes should be larger than the present ones should expansion of irrigation services be desirable.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

   Only residential and agricultural land within the right-of-way will be affected.

   Consequences:

   Land use will change to highway use. This action will not be significant.

4. Expected Adverse Effects on Natural Ecological Resources:

   Some removal of vegetation during construction in expanded right-of-way, plus some slight easements in the marshes at the northeastern end of 207.

   Consequences:

   Some insignificant temporary and permanent loss of roadside flora. Construction will have no significant effect on the marshes and pond life.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Roadside litter and vandalism may result as careless and mischievous adolescents frequent the bikeway. Construction may temporarily increase siltation and turbidity in the irrigation facilities.

   Consequences:

   Extra maintenance work would be required to pick up litter. Roadside may become unsightly and private property damaged. Irrigation facilities may become temporarily affected.

6. Preliminary Identification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

   Relocation of mail boxes on the opposite side of the highway; fear of vandalism of private residences; some feel that there may not be enough bicycle users to warrant the building of the bikeway.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [XX] Category 3 [ ] Category 4

K. TYPE OF ACTION

[ ] Major Action
- [ ] Significant
- [ ] Non-Significant

[XX] Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS
[ ] Final EIS
[ ] Supplemental Draft EIS
[ ] Supplemental Final EIS
[XX] Assessment Only
[ ] Section 4(f)
[ ] Negative Declaration
[ ] State-Wide Negative Declaration
[ ] Preliminary EIS
[ ] OTHER _____

8922

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 2, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RS-30-010(-)
Hermiston-Hat Rock State Park
Bikeway & Columbia River
Highway-Hermiston
Hermiston Secondary Highway
Umatilla County
Project Assessment

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 18 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Jim Kennedy, Req Env.

RECEIVED
STATE HWY ENGR
OCT 3 '75
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File
by Schroeder

NOTED
R. L. SCHROEDER

-8922

333

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 130-1925

Salem, Oregon
March 28, 1975

FROM: Frank E. Terpin
Location Engineer

F.E.T.

SUBJECT: Col. Riv. Hwy - Columbia Rd Unit
Hermiston-Hat Rock Park Sect.
Hermiston Highway
Umatilla County

TO: J. H. Versteeg
Head of Engineering

Instructions have been received to prepare a project from the subject survey. The project will start at the junction with the Columbia River Highway and extend westward to Columbia Road, a distance of 3 miles. Development of this shortened section is due to recent "second thoughts" about the value of Corridor "J" versus Corridor "C" or C Alternate. This project would lie beyond the area under discussion. Prorated costs for said project appear to be about $800,000.00 exclusive of Right-of-Way. Instructions have been given to accounting to open prefix 130-1925 for charges, this prefix was flagged in Feb. 1977 by order of E.S. Hunter as the project did not appear on a current program. The project is now on the fiscal 1979 program. See attached transmittal sheet for location data.

FET:plc

1 Vantoog
2 Christensen
George
Olson
Terpin
Sullivan
3 Bank
Savage

RECEIVED
MAR 29 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up / /
Action

March 29,1978

TO: J. H. Versteeg
Head of Engineering

From: Frank E. Terpin
Location Engineer

Col. Riv. Hwy-Columbia Rd. Unit
Hermiston-Hat Rock Park Section
Hermiston Highway
Umatilla County
Prefix 130-1925

Transmitted herewith the following survey

Scott-1 Roll	Detail Map (Milar)
Scott-1 Roll	Detail Map w/construction details (Sepia)
4 Rolls	Cross Sections
2 Rolls	Dirty Sheets road connections
1 Roll	Straight Line Sketch
1 Roll	Bike Path Tentative Typical Section
1 Roll	Vicinity Map Rock Quarry Development Plan
1 Roll	Vicinity Map Hermiston Drain Ditch
1 Roll	Profile
Scott-1 Roll	Assessors Plats
5 Rolls	Dirty copies Pipe Data
9 Books	Field Notes
1 Pad	R/W Liaison Report
2 Pads	Profile Grades
1 Pad	Coordinates L & L2 Lines
2 Pads	Earthwork Computations
1 Pad	Coordinates for Line adjustment studies
1 Pad	Curve widening computations
1 Env.	Roadway & Bikeway Est. Data (Jul 75)
1 Env.	Estimate Data (Apr. 76)
Scott-1 Fldr.	Deeds

8722

333

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE October 15, 1974

TO J. B. Boyd
Right of Way Engineer

FROM K. A. Chatwood
Administrative R/W Agent

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 16 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SUBJECT Hermiston Bike Path
Diagonal Road
Hot Rock State Park
Hermiston Section
Hermiston - Secondary Hwy.

On Thursday evening, October 10, I attended a public hearing put on by the Governor's Bicycle Path committee in Hermiston. Roy Horine and William Barnett also attended from Right of Way. The above described bike path project was discussed at length. This was not the full purpose of the hearing however. Victor Wolfe represented the Highway Division. Other Highway personnel present were Wendell Schwartz, Jim McClure and John R. Hagadorn.

The mayor and local people were adamant that the project be ready for contract in March. No public hearing has been held by the Highway Division. It will not be necessary if we can sign everyone up without resort to Condemnation. If a normal Right of Way program within the city limits is undertaken, we cannot meet the March deadline.

For the area within the city, (about ten files) additional R/W is not necessary but slope easements are, I recommend using "Slope Construction Permits." Copies of the agreement form are attached and have been used successfully in Oregon City and Springfield.

For the area outside the city, where additional area is needed for the bikeway, we need legal descriptions and construction plans within 30 days or we cannot meet the March contract date.

No improvements are in the R/W, however, severe encroachments will accrue on about six properties. About 100 properties will be affected on the north side of the highway according to present plans.

Roy Horine has started a liaison program. I told him to interview the land owners as quickly as possible and enlist the aid of Mr. Hagadorn when necessary to explain complicated engineering problems. I also told Roy to notify Wendell Schwartz each time he encountered a land owner that is opposed to the project. I understand from Jim McClure that Design will have some latitude in designing the bike path outside the city limits so that we may be able to pull away from the houses where great objection is voiced.

Pat Schwartz wanted access control on the north side of the highway. If we go access control we are in a full blown acquisition program and cannot make the March contract. To purchase access control on only one side amounts to zoning the area unequally; a privilege I do not feel the Highway Division should take. Mr. Wolfe concurs with me.

A factor in completing the project in a short time span is the availability of cars for Right of Way Agents. The above estimate is based on full mobility of personnel to do the job. Right of Way will make every effort to make the March contract but we need utmost cooperation by Design and the Region office.

KAC:jk
cc: Victor Wolfe
Hal Versteeg
Wendell Schwartz
Vern Allen

K. A. Chadwick

File 43529

File No.

RW 31264

SLOPE CONSTRUCTION PERMIT
DIVISION ST. - HILDA AVE. SECTION
CASCADE HIGHWAY (MOLALLA AVE.)

In consideration of the mutual benefits to be derived, the undersigned hereby grants unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called "State", its agents, employees and contractors the right to enter upon the real property hereinafter described, owned by the undersigned, for the construction of slopes in connection with the reconstruction of the Cascade Highway along Molalla Avenue, over and across the following described property, to wit:

The West 5 feet of the North half of Lot 10, Block 8, PLEASANT HILL ADDITION TO OREGON CITY, Clackamas County, Oregon containing 250 square feet.

It is understood that the entry upon said real property shall be upon the following terms and conditions:

1. The slopes to be constructed shall not be steeper than 1½ to 1.

2. Shrubs or other improvements within the slope area will be paid for as follows:

The undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Fifty and no/100 dollars ($50.00) as full payment of the purchase price of said permit.

3. Existing driveways where disturbed by the reconstruction of said highway under this permit will be rebuilt in kind or better.

4. This permit shall be for a period of (3) three years from the date hereof or until the completion of the reconstruction of abutting Molalla Avenue, whichever is sooner.

It is further understood that upon the completion of the reconstruction of said highway, the undersigned will not use the above-described property in any way which may endanger the lateral support of the adjoining public way or result in an encroachment thereon.

It is also understood that State, its agents, employees or contractors, upon completion of the slope work on the above-described property and the payment of the above-stated sums, if any, will be considered to be fully released from all claims for damages arising from or connected with the slopes construction on the above-described property.

Dated: Dec. 3, 1969

TRANSAMERICA ESCROW COMPANY,
an Oregon corporation

By Ivar Anderson /s/
President

By ?????
Secretary

STATE OF OREGON

County of Clackamas

Dec. 3, 1969

hereinafter described, owned by the undersigned, for the construction of slopes in connection with the reconstruction of the Cascade Highway along Molalla Avenue, over and across the following described property, to wit:

The West 5 feet of the North half of Lot 10, Block 8, PLEASANT HILL ADDITION TO OREGON CITY, Clackamas County, Oregon containing 250 square feet.

It is understood that the entry upon said real property shall be upon the following terms and conditions:

1. The slopes to be constructed shall not be steeper than 1½ to 1.
2. Shrubs or other improvements within the slope area will be paid for as follows:

   The undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Fifty and no/100 dollars ($50.00) as full payment of the purchase price of said permit.
3. Existing driveways where disturbed by the reconstruction of said highway under this permit will be rebuilt in kind or better.
4. This permit shall be for a period of (3) three years from the date hereof or until the completion of the reconstruction of abutting Molalla Avenue, whichever is sooner.

It is further understood that upon the completion of the reconstruction of said highway, the undersigned will not use the above-described property in any way which may endanger the lateral support of the adjoining public way or result in an encroachment thereon.

It is also understood that State, its agents, employees or contractors, upon completion of the slope work on the above-described property and the payment of the above-stated sums, if any, will be considered to be fully released from all claims for damages arising from or connected with the slopes construction on the above-described property.

Dated: Dec. 3, 1969

TRANSAMERICA ESCROW COMPANY,
an Oregon corporation

By Ivar Anderson /s/
President

By ?????
Secretary

STATE OF OREGON

County of Clackamas

Dec. 3, 1969

Personally appeared Ivar Anderson and ?????, who, being sworn, stated that they are the President and Secretary of grantor corporation and that this instrument was voluntarily signed in behalf of the corporation by authority of its Board of Directors. Before me:

Dale V. Rossman /s/
Notary Public for Oregon
My Commission expires May 2, 1971

(SEAL)

ba/lgb

FILE COPY

Form E 42 (Rev. 5-64) OREGON STATE HIGHWAY DEPARTMENT

File No. 43529

Sta. 77+70 to Sta. 78+20

Final Report on Real Property Negotiations

Name of owner Transamerica Escrow Company, an Oregon Corporation

Mail address 218 Center Street, Oregon City RECEIVED DEC 26 1969 Phone No. 656-4147

Phone No.

Purpose of purchase Slope Const. Permit ~~EXPIRES~~ Dec. 2, 1972 or sooner signed Dec. 3, 1969

Location of property Polk Street - Hilda Street section of

Cascade Highway in Clackamas County.

Section , Twp. , Range

Section , Twp. , Range

City Oregon City Block 8 Lot 10 Subdivision Pleasant Hill Addition

Street address of property unknown

How does taking of property affect balance of grantor's property? new sidewalk will be raised. (Give details regarding dividing of tract, if appropriate)
A slope will be installed adjacent to sidewalk across front of property.

Nature of property taken front yard of single family dwelling on land zoned (Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)
commercial.

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of sheet if necessary.)

250 ft 3-yr. slope Construction Permit and landscaping: lump sum $50

Relocation: Not needed
Possession: Immediately

CONTROL COPY

CONTROL COPY

REFERRED TO Title FOR Purchase 12-20-69 NOTE M. R. MITCHELL

RECEIVED DEC 26 1969 RIGHT OF WAY DEPT.

Appraisals: Staff and Fee $ 50.00 By Marvin McEldowney

Amount approved for negotiation $ 50.00

By Gary M. Knowlton
Review Appraiser

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☒

General remarks (Give such general explanation as you desire to support settlement)

Job Prefix 103-2061 Participating $ Non-Participating $

Settlement recommended: Ernest Polk Date 12-22-69 Signed:

Phone No. _____ Signed Dec -3, 1969

Purpose of purchase Slope Const. Permit ~~Permit Expires~~ Dec. 2, 1972 or sooner

Location of property Polk Street - Hilda Street section of

Cascade Highway in Clackamas County.

_____ Section _____, Twp. _____, Range _____

_____ Section _____, Twp. _____, Range _____

City Oregon City Block 8 Lot 10 Subdivision Pleasant Hill Addition

Street address of property unknown

How does taking of property affect balance of grantor's property? new sidewalk will be raised.
(Give details regarding dividing of tract, if appropriate)

A slope will be installed adjacent to sidewalk across front of property.

Nature of property taken front yard of single family dwelling on land zoned
(Give details regarding nature, cultivation and improvements, together with such general statements as may

commercial.
be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of Sheet if necessary.)

250 ☆ Permanente 3-yr. slope construction

Permit and landscaping: lump sum $50

Relocation: Not needed
Possession: Immediately

CONTROL COPY

CONTROL COPY

REFERRED TO Title FOR Deeds 12-30-69 NOTE M. R. MITCHELL

RECEIVED
DEC 26 1969
RIGHT OF WAY DEPT.

Appraisals: Staff $ 50.00 By Marvin McEldowney
and $ _____ _____
Fee $ _____ _____

Amount approved for negotiation $ 50.00
By Gary M. Knowlton
Review Appraiser

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☒

General remarks _____
(Give such general explanation as you desire to support settlement)

Job Prefix 103-2061 Participating $ _____ Non-Participating $ _____

Settlement recommended:

_____ Date 12-22-69 Signed: _____
Right of Way Supervisor Right of Way Agent
DALE V. ROSSMAN

_____ Date 12-26-69 Dated: 12-18-69
Right of Way Engineer

Authorized by Commission: Date (12) 2-3-70

Right of Way
File No.
RW 27654

HIGHWAY CONSTRUCTION PERMIT

File No. 39609

19th Street - 71st Street Section
McKenzie Highway

In consideration of the mutual benefits to be derived between the undersigned and the State of Oregon, by and through its Oregon State Highway Commission and the City of Springfield, a municipal corporation, it is hereby agreed that the Oregon State Highway Commission, its agents, employees, and contractors, may enter upon the real property owned by the undersigned as described in ~~Book~~ Reel 219M, ~~Page~~ #98672, Lane County Deed Records, for a distance not to exceed no feet parallel to the existing right of way of the McKenzie Highway, to finish slopes and where required an additional 50 sq. feet to provide storm drainage facilities along the said highway, and further, it is hereby agreed that the City of Springfield, its agents, employees and contractors, may enter upon said real property after construction to maintain said storm drainage facilities, providing:

1. The slopes will be finished in a workmanlike manner and will not exceed in steepness two (2) feet horizontal to one (1) foot vertical.

2. Existing road approaches will be reconstructed where disturbed.

3. Any necessary maintenance of any storm drainage facilities including catch basins installed on Grantor's property for the purpose of removal of surface water may be done by the City of Springfield. The State Highway Commission will not be responsible for said operation or maintenance.

4. Shrubs or other improvements within the slope area will be paid for as follows:
$20.00 payment for lawn

5. Other conditions: _____

Upon completion of the work, and any payments to be made hereunder, the undersigned, their heirs and assigns, fully release the State Highway Commission from any further claims with respect to the highway improvement covered herein.

Dated: May 17, 1966

Signed: _____

Signed: David E. Ritchie /s/

Signed: _____

Signed: Apalda L. Ritchie /s/

STATE OF OREGON)
) ss
County of Lane)

On this 17th day of May, 1966, personally came before me, a Notary Public in and for said county and state, the within named David E. Ritchie and Apalda L. Ritchie, to me personally known to be the identical

of Springfield, a municipal corporation, it is hereby agreed that the Oregon State Highway Commission, its agents, employees, and contractors, may enter upon the real property owned by the undersigned as described in ~~Book~~ Reel 219M, ~~Page~~ #98672, Lane County Deed Records, for a distance not to exceed no feet parallel to the existing right of way of the McKenzie Highway, to finish slopes and where required an additional 50 sq. feet to provide storm drainage facilities along the said highway, and further, it is hereby agreed that the City of Springfield, its agents, employees and contractors, may enter upon said real property after construction to maintain said storm drainage facilities, providing:

1. The slopes will be finished in a workmanlike manner and will not exceed in steepness two (2) feet horizontal to one (1) foot vertical.

2. Existing road approaches will be reconstructed where disturbed.

3. Any necessary maintenance of any storm drainage facilities including catch basins installed on Grantor's property for the purpose of removal of surface water may be done by the City of Springfield. The State Highway Commission will not be responsible for said operation or maintenance.

4. Shrubs or other improvements within the slope area will be paid for as follows:
$20.00 payment for lawn

5. Other conditions: _____

Upon completion of the work, and any payments to be made hereunder, the undersigned, their heirs and assigns, fully release the State Highway Commission from any further claims with respect to the highway improvement covered herein.

Dated: May 17, 1966

Signed: _____ Signed: David E. Ritchie /s/

Signed: _____ Signed: Apalda L. Ritchie /s/

STATE OF OREGON)
) ss
County of Lane)

On this 17th day of May, 1966, personally came before me, a Notary Public in and for said county and state, the within named David E. Ritchie and Apalda L.Ritchie, his wife, to me personally known to be the identical person(s) described in, and who executed the within instrument, and who each personally acknowledged to me that the y executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Dale D. Hill /s/
Notary Public for Oregon
My commission expires 4-7-70, 19__

(SEAL)

tk/l-a
5/3/66

FILE COPY

Form E-42 (Rev. 5-64)

OREGON STATE HIGHWAY DEPARTMENT

File No. 39609

Sta. 283+50 to Sta.

Final Report on Real Property Negotiations

Name of owner David E. and Apalda Ritchie, h&w

RECEIVED
MAY 23 1966
LEGAL & RIGHT OF WAY

Mail address 5885 McKenzie Highway, Springfield, Oregon Phone No.

Phone No.

Purpose of purchase Construction Permit and OPTION EXPIRES 5-27-66

Location of property 19th St. - 71st St. (Springfield) section of

McKenzie Highway in Lane County.

Section , Twp. , Range

Section , Twp. , Range

City Block Lot Subdivision

Street address of property 5885 McKenzie Highway, Springfield

How does taking of property affect balance of grantor's property? No effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Construction Permit Only
(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of sheet if necessary.)

Highway Construction Permit: Lawn ---------- $20
for drainage

Noted Title Dept

NOTED
RECEIVED
MAY 25 1966
RIGHT OF WAY DEPT.

CONTROL COPY

Appraisals: Staff and Fee $ 20 By J. M. Morgan

Amount approved for negotiation $

By
Review Appraiser

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

General remarks
(Give such general explanation as you desire to support settlement)

Job Prefix 20-2008 Participating $ Non-Participating $

Settlement recommended:

L. L. Ritchie Date 5-20-66 Signed Dale O. Hill

Phone No.

Purpose of purchase Construction Permit amd OPTION EXPIRES 5-27-66 ✓

Location of property 19th St. - 71st St. (Springfield) section of

McKenzie Highway in Lane County.

Section , Twp. , Range

Section , Twp. , Range

City Block Lot Subdivision

Street address of property 5885 McKenzie Highway, Springfield

How does taking of property affect balance of grantor's property? No effect

(Give details regarding dividing of tract, if appropriate)

Nature of property taken Construction Permit Only

(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of sheet if necessary.)

Highway Construction Permit: Lawn ----------$20 ✓

for drainage

Noted Title Dept. WEN

NOTED MAY 25 1966 RECEIVED MAY 25 1966 RIGHT OF WAY DEPT.

CONTROL COPY

Appraisals: Staff and Fee $ 20 By J. M. Morgan

Amount approved for negotiation $

By

Review Appraiser

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

General remarks

(Give such general explanation as you desire to support settlement)

Job Prefix 22-2008 Participating $ Non-Participating $

Settlement recommended:

L L Tidy Date 5-20-66 Signed: Dale D. Hill

Right of Way Supervisor Right of Way Agent

W Strubel Date 5-26-66 Dated: ~~May 19, 1966~~

Right of Way Engineer

-66 Authorized by Commission: Date (60) 7-14-66

8922

8

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 5, 1974

FILE:

SUBJECT:

Routing
Keasey
Bond
Jacksond
Harwood
Johnson
Walker
Scofield
Glenn
Bond

RECEIVED
AUG 5 1974
CONSTRUCTION
SECTION

TO: C. T. Keasey
Construction Engineer

copy in mail 12-13 Hermiston Section.

I discussed with Pat Schwartz the Hermiston-Hat Rock State Park Bikeway Section and the overlay project from the Columbia River Highway to Hermiston on the Hermiston Highway. It is his opinion the two projects should be one contract. He further indicated that the two projects have been suspended while the Resident Engineer is handling construction and further, that the two jobs could be completed in the Region Office.

I recommend that this approach be taken.

For MC
Victor D. Wolfe
Location Engineer

VDW:mc

8-6-74

Pat Schwartz
Please take action indicated and expedite completion of these locations.

C T Keasey

8922

9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 28, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Bicycle/Footpath Program

Attached for your information is a copy of the Bicycle/Footpath Program, for the 1973-75 Biennium. You will note the listing of bicycle/footpaths which are to be constructed as a part of highway projects, bicycle route projects which are scheduled, and six projects which are not at the present time scheduled for construction. These six are as follows:

1. Hermiston-Hat Rock State Park
   Hermiston Highway

2. Barbur Blvd.-Tryon Creek Park (Portland)
   SW Terwilliger Blvd.

3. Tigard-Beaverton
   Beaverton-Tigard Highway

4. 35th Street-Philomath Bikeway
   Corvallis-Newport Highway

5. Cottage Grove
   Coast Fork Willamette River

6. Raleigh Hills-Beaverton Highway
   Scholls Highway

We propose to initiate surveys on these six to determine their location with relationship to the travel way. It is our intention that these would all be Class I fully separated bicycle paths largely within the existing right-of-way. These surveys will accurately determine their positioning as well as justification based on cost vs. anticipated usage.

After the detailed survey and study reports are developed, these six projects, if justified, will be placed on the Commission agenda for your consideration.

Att.

bc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. Schroeder
V. D. Wolfe
L. H. Young

VDW:mc dpy

8922

August 23, 1973

The Honorable C. E. Lassen, County Judge
Umatilla County Court
Post Office Box 1427
Pendleton, OR 97801

Dear Judge Lassen:

In response to your letter of May 4, we have evaluated a bicycle route from Hermiston to Hat Rock State Park. Enclosed is a copy of the report prepared by the Location Engineer.

Based upon forecasted usage, the Location Engineer has recommended that this bikeway be constructed. We concur and will recommend to the Transportation Commission that the construction of this facility be accomplished during the 1973-75 biennium. This will be on the agenda for the September 19 meeting, and we will advise you of the Commission's action.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enc.

bc: A. E. Johnson
E. S. Hunter
V. D. Wolfe
W. E. Schwartz

VDW:mc dpy

8922

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 23, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. E. Klabce
State Highway Engineer

SUBJECT Reconnaissance Report
Hermiston-Hat Rock State Park
Bike Route
Hermiston Hwy, Umatilla County

This report was prepared in response to a petition signed by more than 1600 persons, mostly residents of Umatilla County, and favorably endorsed by the Umatilla County Court. Public demand for this bikeway is therefore very strong.

I recommend approval of this bikeway for construction during the 1973-75 biennium.

This will be an item on the agenda for your consideration at the September 19 Commission meeting.

Attach:

bc: G. M. Baldwin
A. E. Johnson
V. D. Wolfe
E. S. Hunter
L. H. Young
W. E. Schwartz
R. E. Whipps
Gary Sund
C. W. Head

RDH:jp dpy

8922

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
[illegible]

La Grande, Oregon
May 11, 1973

SUBJECT:

To:

V. D. Wolfe
Location Engineer

SALEM

Bicycle Path
Hermiston Highway No. 333
Umatilla County

Submitted herewith is a letter from a Mrs. Dennis M. Ross of Hermiston. She is spearheading a group of people in the Hermiston area who are seeking a bicycle path along Diagonal Boulevard to Hat Rock State Park.

This group of people have circulated petitions in the Hermiston area, requesting that the Highway Division build a separate bicycle facility from Hermiston to Hat Rock State Park. Mr. and Mrs. Ross appeared before the Umatilla County Court recently to present these petitions and solicit the support of the Court. Subsequently, the Court passed these petitions along to Mr. Baldwin and indicated to him that they endorsed the efforts of this group.

Hermiston is an aggressive and growing community. In my opinion, it is probably the most progressive community in Eastern Oregon. These people are intelligent and know what they want. I believe their request has considerable merit and is from one of the few areas in Eastern Oregon where a bicycle trail may truly be warranted.

What they are after in the way of a bicycle path is probably more than can be accomplished by maintenance forces using minor betterment funds. Since your office is coordinating the bicycle route program, I am passing this request on to you for consideration and reply to Mrs. Ross.

Wendell E. Schmarts
Regional Engineer

WES:sh
Attachment

cc E. S. Hunter w/attach
H. S. Coulter
Harry Oswald

RECEIVED
MAY 14 1973
Office of
Assistant State Highway Engineer

RE RCE RBE RME
ROE MAY 10 1973
RDE RECEIVED REGIONAL OFFICE

Rt. 3, Box 260
Hermiston, Oregon
97838
May 9, 1973

Mr. W. E. Schwartz
State Highway Department
P.O. Box 850
La Grande, Oregon

Dear Mr. Schwartz:

I represent a group of citizens deeply concerned about the dangers of walking and bicycle riding on State Highway 207, also known as Diagonal Road, northeast of Hermiston. We would like to request that a bicycle path be built separate from, but parallel to Highway 207 from Hermiston to the junction with State Highway 730 and then along 730 to Hat Rock State Park. I understand that Judge Lassen and our County Commissioners, Mr. Bevans and Mr. Rees, have sent a letter indicating their endorsement of this project and have also sent the petitions showing community support for the bike path to Mr. George Baldwin in Salem. These petitions contain more than 1600 signatures and were obtained in only nine days' time. The enthusiasm of local residents was overwhelming.

There are several reasons why we feel a bicycle path is so urgently needed. First, Highway 207 is the main eastern approach to Hermiston with many side roads feeding into it. The road is narrow with deteriorating edges, and the shoulders, such as they are, consist of soft sand or rounded rocks in some fill areas. I have enclosed some pictures depicting road conditions.

Second, one of the main rural residential areas near Hermiston starts approximately one-half mile from the Hermiston city limits and extends six and three-tenths miles along Highway 207. Moreover, the area is growing rapidly.

Third, despite these two conditions, Highway 207 is a marked truck route with an average weekday load of 230 cars and pickups and 34 large trucks per hour. During the summer months and on weekends the traffic load, obviously, is heavier. Under such conditions, it is almost impossible to ride a bike along Highway 207.

The results of such a situation are this: in 1960 a boy was killed about two miles from Hermiston on Diagonal. On March 31, 1973, an eight-year-old boy, Scott Rebman, was seriously injured in nearly the same place. There have been several other auto-bike accidents in the interim and countless close calls.

Fourth, with a bike path, better use of our state park facilities will be made. Some bike riders do, and more would, ride to Hat Rock for fishing, picnicking and swimming if they had a safe place to ride.

In short, we have a narrow, two-lane road which is heavily traveled not only by private vehicles, but by professional carriers. Moreover, this road runs through a thickly populated area. This is a dangerous situation which has already brought death and injury to some children and near death and injury to many more. A bike path would alleviate the situation, as well as making a state park more available to local people. We hope that the State Highway Department will seriously consider our request and feel compelledto protect our pedestrians and bicycle riders.

Sincerely,

Marilyn A. Ross

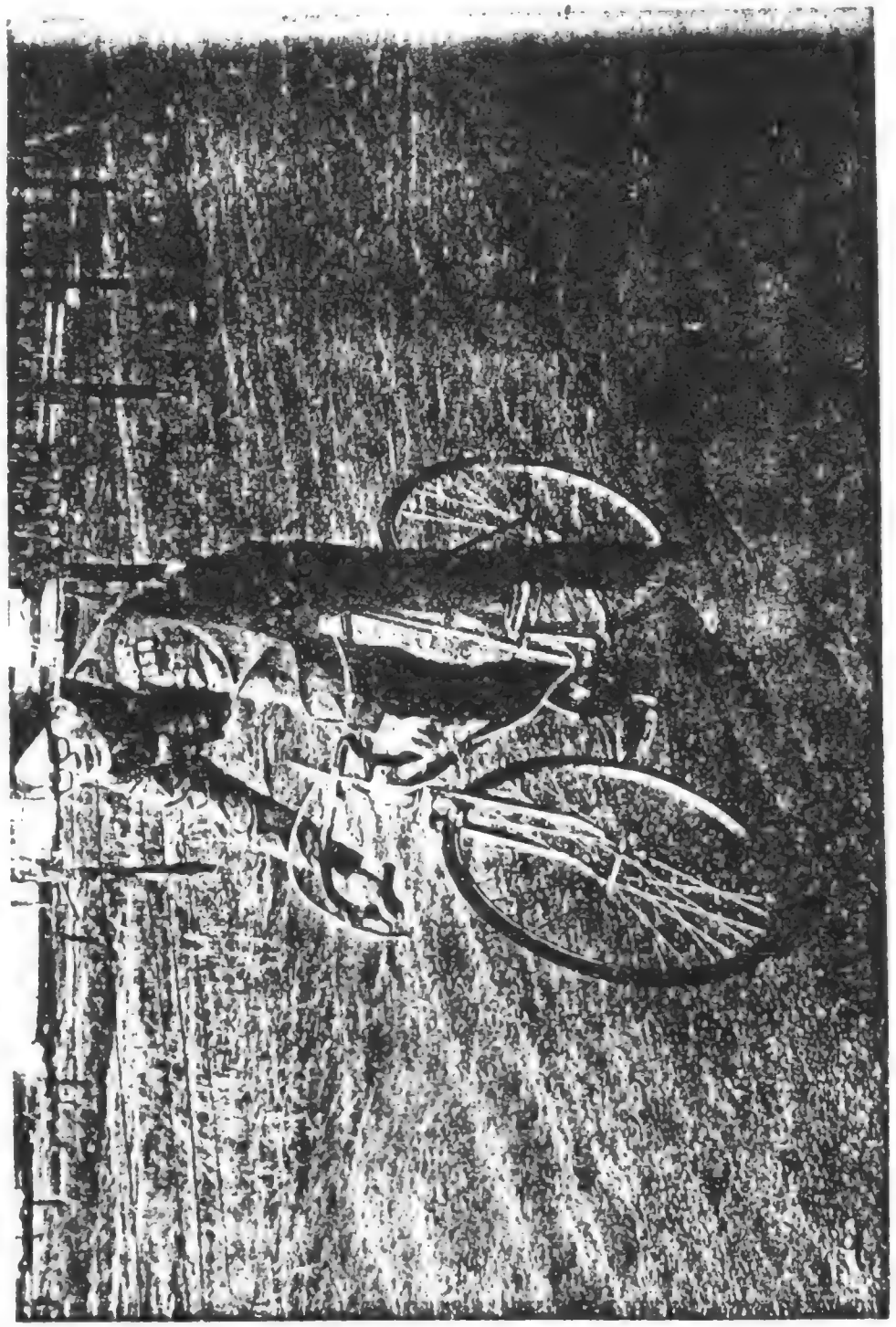
Marilyn A. Ross
(Mrs. Dennis M. Ross)

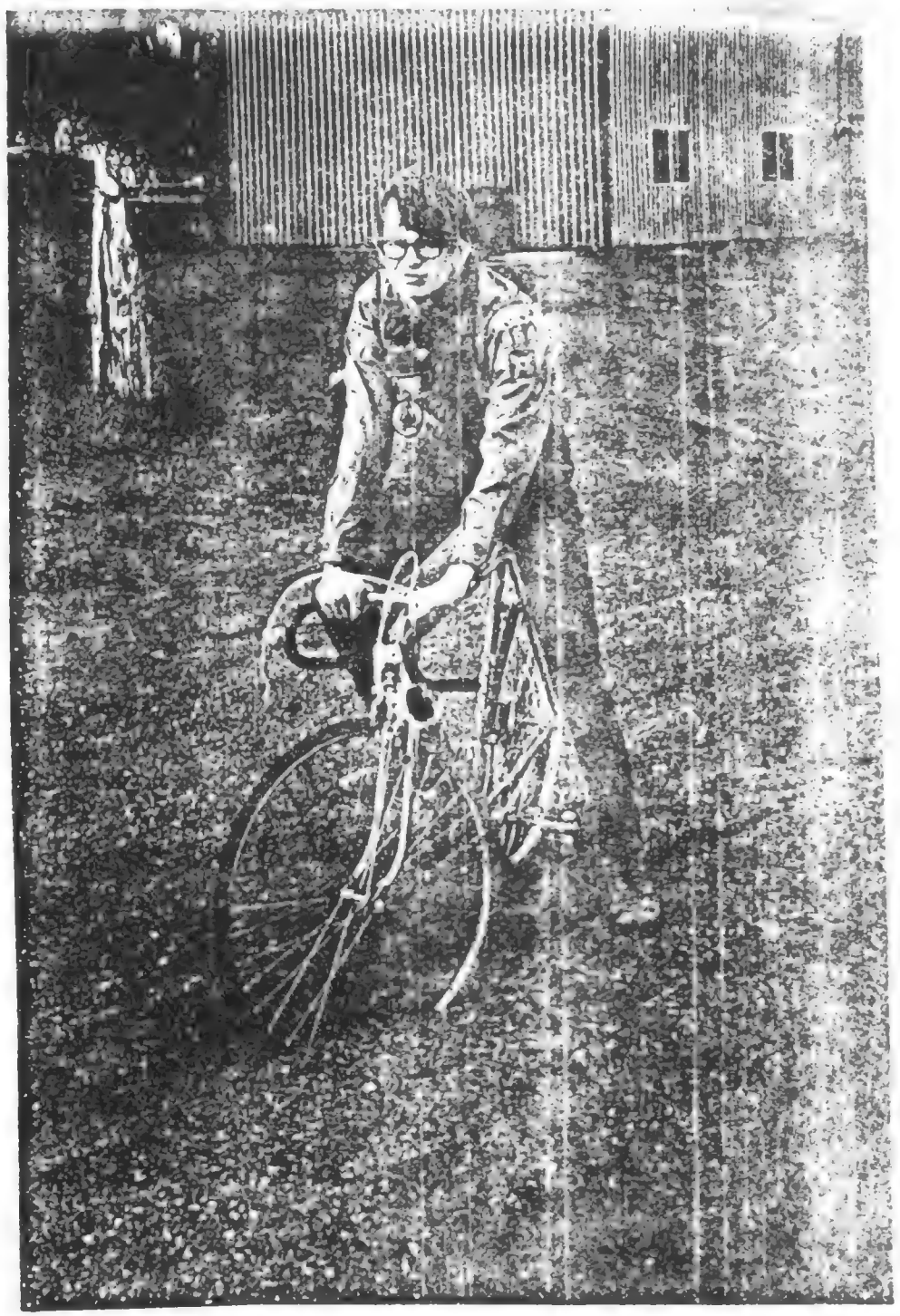
Highway 207, nr. J Hermiston
Site the second fatality

Highway 207, n.e. Hermiston

1. Site of a death in auto-bike accident in 1960

2. Site of auto-bike accident in which a child was seriously hurt on March 31, 1973.





Highway 20
Note the ro
broken Ligh

Highway 207 N.E. Alternate
Note right turn

Highway 207 N.E. Alternate
Note detour Road sign

Highway 207 N.E. of Hermiston
Note the round rocks and
broken Highway edge

Highway 207 N.E. of Hermiston
Note rough road

UMATILLA COUNTY COURT
COURTHOUSE P. O. BOX 1427
Pendleton, Oregon 97801

RE ☑ RCE ☐ RBE ☐ RME ☐
ROE ☐ MAY 8 1973 ☐
RDE ☐ RECEIVED ☐
REGIONAL OFFICE

May 4, 1973

Mr. George H. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

RE: Bicycle path construction on Oregon State Highway No. 207, (known as Diagonal Road from Hermiston to the intersection of Oregon State Highway No. 730.)

Please note the enclosed Petition which carries some 1500 signatures requesting consideration by the Oregon State Highway Department, to construct a bicycle path on the above subject road. The Petition was presented by Mrs. Dennis Ross of Hermiston, Oregon.

Mrs. Ross came to the County Court of Umatilla in the hope that we would support and endorse the people's concerned request for a bicycle path.

We, as a County Court, would appreciate your consideration and evaluation of this request.

Sincerely,

UMATILLA COUNTY COURT

C. E. LASSEN, COUNTY JUDGE

R. E. REES, COUNTY COMMISSIONER

RAYMOND BEVANS, COUNTY COMMISSIONER

UCC:pms
cc: Mrs. Dennis Ross, Baxter Road, Hermiston, Oregon 97838
Mr. Pat Schwartz, Oregon State Highway Div., P. O. Box 850, LaGrande, Ore. 97850
Mr. Harry Oswald, Oregon State Highway Div., Box 459, Pendleton, Oregon 97801
enc/Petitions

8922

Cross Referenced To:

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1973

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

RECEIVED
STATE HWY ENGR
MAY 11 '73
REFER TO
AE
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Gentlemen:

Thank you for your letter of May 4 transmitting a petition bearing 1600 signatures requesting a bicycle path on Highway 207.

I am referring this request to our engineering staff for their review.

Sincerely,

NOTED
F. B. KLAGGE

George N. Baldwin
Administrator of Highways

cc: F. B. Klagge (with letter & petition)

FN:kw

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

CC Wolfe
Letter only

We, the undersigned, being residents of Hermiston, Oregon, and its outlying areas, all of which lie within the County of Umatilla, respectfully petition the Umatilla County Court to adopt a resolution calling for the construction of a separate bicycle path to be built along the side of State Highway 207, also known as Diagonal Road, from Hermiston to its intersection with Highway 395 and thence to Hat Rock State Park.

	Name	Address
1.	Barry C Ron	Rt 3 Box 260 Hermiston Ore.
2.	Dennis M Ron	Rt. 3, Box 260 Hermiston Oregon
3.	Barbara D. Boden	Rt. 3 Box 395 Hermiston Ore
4.	Gene Dickerson	Rt 3 Box 397 Hermiston, Oregon
5.	Mrs Gene Dickerson	Rt 3 Box 397 Hermiston, Ore
6.	George R Clark	Box 284 Hermiston Ore
7.	Elene E. Clark	Box 284 Hermiston, Ore
8.	Joan VanCleave	Rt 3 Box 400 Hermiston Oregon
9.	O. A. Walker	Rt 3 Box 405 Hermiston, Ore.
10.	D L Horn	Rt 3 Box 393 Hermiston, Ore.
11.	M W Kimbley	Rt 3 Box 412 Hermiston
12.	Mrs Ella Strick	Diagonal Road Hermiston Ore
13.	Mr. M. J. Corbett	Rt 3 Box 556-17 Hermiston, Ore
14.	Mrs W L Shotwell	Rt 3 Box 556 H Hermiston Ore.
15.	Vernon E. Edwards	Route 3 Box 556 G Hermiston, Ore.
16.	Hattie Jackson	Rt 3 Box 391 Hermiston
17.	Elsie A. Larkin	RT 3. Box 392 Hermiston Ore
18.	Barbara Horn	Rt 3 Box 393 Hermiston, Oregon
19.	Ronald E Cates	Rt 3 Box 394 Hermiston, Ore 97838
20.	Lucio J Evers	Rt 3 Box 396 Hermiston, Ore. "
21.	John R Halladay	RT. 3 Box 400 Hermiston Oregon
22.	Ronni E Tosh	RT 3 Box 407 Hermiston Ore
23.	Carol Gunda Gourley	Rt 3 Box 407 Hermiston, Ore
24.	James C. Halliday	RT 3 Box 405 A Hermiston Oregon
25.	J. A. Walker	RT 3 Box 405 Hermiston Oregon
26.	David Boden	Rt 3 Box 395 Hermiston Oregon
27.	Mrs. Howard Mass	Rt 3 Box 223 Hermiston Oregon
28.	Gladys Chapman	Box 262 Hermiston Oregon
29.		
30.		
31.		
32.		

.1979 Wilson River Hwy. Jct.- 8923
.Vista Ridge Tunnel Sec. of the
.Sunset Hwy. (Paving & oiling)

8923

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 6 - 1-2		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Washington
MODIFICATION NUMBER: 3	12/31/81	Project Number: IX-27-2(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 24, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,337,308.00	$ 1,194,852.00
Federal funds	$ 1,136,711.24	$ 1,015,622.00
Other revisions		

This modification is made for the following reasons: to reflect a decrease in bid item quantities and release funds for use on increase of Project IX-79(6).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Jan file

Oregon State Highway Division
Salem, Oregon December 29, 1981

Federal Aid Project
No. IX-27-2(4)

Merle U'xing - Cedar Hills Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (MP 62.42 to MP 67.91)

Subtotal on previous estimate of May 30, 1979, January 6, 1981 & January 26, 1981			$1,226,589.00
Previous estimate of May 30, 1979			
Flagmen	2,500 Hour	20.00	$ 50,000.00
Aggregate Base	11,970 Ton	7.00	83,790.00
Asphalt Cement in Mixture	3,602 Ton	80.00	288,160.00
			$ 421,950.00
Revised Estimate			
Flagmen	331 Hour	20.00	6,620.00
Aggregate Base	5,759 Ton	7.00	40,313.00
Asphalt Cement in Mixture	2,993 Ton	80.00	239,440.00
			$ 286,375.00
		Decrease	135,575.00
		SUBTOTAL	$1,091,014.00
		Engineering	103,838.00
		TOTAL	$1,194,852.00

Length of Roadway ---------- 5.49 miles
Cost of Roadway Per Mile ----$217,641.53

Federal Funds (85%)----------	$1,015,622.00
State Funds ----------	179,230.00
TOTAL	$1,194,852.00

Group 1-84%
Contract No. 8923
Prefix: 34-1033
Appn Code 823

8923

TO BE COMPLETED BY FHWA	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 2/29		County Washington
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number IX-27-2(4)
MODIFICATION NUMBER 2	1/26/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 ,19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,337,384.00	$ 1,337,308.00
Federal funds	$ 1,136,776.00	$ 1,136,711.24
Other revisions		

This modification is made for the following reasons: To reflect a decrease in construction engineering costs and to release $64.76 in Appn Code 823 funds to cover post final voucher on IX-9-3(4).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of January ,1981 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Ernie Valach (Acct)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 26, 1981

Federal Aid Project
No. IX-27-2(4)

Merle U'Xing - Cedar Hills Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 62.42 to M.P. 67.91)

Subtotal on Previous estimate of May 30, 1979	$1,226,589.00
Engineering	110,719.00
TOTAL	$1,337,308.00

Length of Roadway ---------- 5.49 miles
Cost of Roadway per mile ----- $243,603.47

Federal Funds (85%) ----------	$1,136,711.24
State Funds ----------	200,596.76
TOTAL	$1,337,308.00

Group 1-84%
Contract No. 8923
Prefix 34-1033

8923

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 1-14 -		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 1	1-13-81	Project Number IX-27-2(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,379,912.00	$ 1,337,384.00
Federal funds	$ 1,172,925.00	$ 1,136,776.00
Other revisions		

This modification is made for the following reasons: To reflect a decrease in construction engineering costs and to release $36,149 in federal funds to be utilized on Project IX-9091(8) to allow advertising for bids.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of January , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 6, 1981

Federal Aid Project
No. IX-27-2(4)

Merle U'Xing - Cedar Hills Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 62.42 to M.P. 67.91)

Subtotal on Previous estimate of May 30, 1979		$1,226,589.00
	Engineering	110,795.00
	TOTAL	$1,337,384.00

Length of Roadway ---------- 5.49 miles
Cost of Roadway per mile ----- $243,603.47

Federal Funds (85%) ----------	$1,136,776.00
State Funds ----------	200,608.00
TOTAL	$1,337,384.00

Group 1-84%
Contract No. 8923
Prefix 34-1033

8923

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-177	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-14-79	State Oregon County Washington Project No. IX-27-2(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US26, 9.1 mi SE of Wilson R. Jct., SE 5.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-4-79	5.49
OTHER *(Specify)*		

FUNDS Pro-Rata 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,379,912.00	$ 1,172,925.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Untela

Assistant State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 14 1979

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal Aid Project
No. IX-27-2(4)

Merle U'xing-Cedar Hills Section
Sunset Highway
Washington County

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 62.42 to M.P. 67.91)

Mobilization	All Required (84%)			$ 51,240.00
Temporary Protection and Direction of Traffic	All Required (84%)			6,720.00
Temporary Signs	960	Sq.Ft.	$ 8.00	7,680.00
Temporary Barricades	8	Each	100.00	800.00
Temporary Delineators	64	Each	20.00	1,280.00
Flagmen	2,500	Hour	20.00	50,000.00
Sequential Arrow Signs	1	Each	1.00	1.00
Removal of Structures and Obstructions	All Required (63%)			3,780.00
Removal of Pavement	850	Sq.Yd.	1.75	1,487.50
Embankment in Place	860	Cu.Yd.	8.00	6,880.00
Watering	210	M-Gal.	20.00	4,200.00
Aggregate Base	11,970	Ton	7.00	83,790.00
Class "B" Asphalt Concrete Mixture	48,650	Ton	10.70	520,555.00
Class "B" Asphalt Concrete Mixture in Leveling Course	6,800	Ton	12.50	85,000.00
Asphalt Cement in Mixture	3,602	Ton	80.00	288,160.00
Asphalt in Tack Coat	60	Ton	150.00	9,000.00
Guard Rail, Type 2A	7,638	Lin.Ft.	9.75	74,470.50
Guard Rail, Type 3	150	Lin.Ft.	16.40	2,460.00
Guard Rail Anchors, Type 1	11	Each	263.00	2,893.00
Guard Rail Anchors, Type 2	11	Each	420.00	4,620.00
Extra for Guard Rail Bridge Connections	6	Each	420.00	2,520.00
Rail End Pieces, Type A	11	Each	21.00	231.00
Rail End Pieces, Type C	12	Each	89.25	1,071.00
Asphalt Membrane	800	Sq.Yd.	7.50	6,000.00
				$1,214,839.00

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal Aid Project
No. IX-27-2(4)

Anticipated Items

Permanent Pavement Striping	All Required (95%)	$ 5,225.00
Temporary Pavement Striping	All Required (95%)	3,325.00
On the Job Trainees (4 at $800)	All Required (100%)	3,200.00
		$ 11,750.00
	Subtotal	$1,226,589.00
	Engineering	153,323.00
	Total	$1,379,912.00

Length of Roadway	5.49 mi.
Cost of Roadway Per Mile	$251,350.09

Work Retained in Program Status
(Not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 40.00
Extra for Long Guard Rail Posts (176 at $8)	All Required	1,408.00
Asphalt Cement Adjustment	All Required	18,250.00

Federal Funds (85%)	$1,172,925.00
State Funds	206,987.00
Total	$1,379,912.00

Group 1 84%
Contract No: 8923
Prefix No: 34-1972
Prefix No: 34-1033

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal Aid Project
No. IX-27-2(4)

Merle U'xing-Cedar Hills Section
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 5,000.00

#8923 11-3-81 L

STATUS OF PROJECTS FUNDED WITH FEDERAL-AID PRIMARY MONEY

copy 21-2
Lod I-505

The withdrawal of I-505 in Portland provided Interstate Transfer funding for projects in the Portland-Metropolitan Area. Three State Highway projects are being funded that would not otherwise have been possible:

1. Beaverton/Tigard Highway Interchange Section; estimated construction cost $15,142,000, scheduled for FY '83.

2. S.E. 182nd-Birdsdale Avenue, Gresham; estimated construction cost $2,102,000, scheduled for FY '83.

3. I-205 Interchange-Boring Road, Clackamas Highway; estimated construction cost $6,100,000, scheduled for FY '82.

Our agreement with the Portland-Metropolitan Area for I-505 withdrawal also included a provision for a transfer of Urban System funds to the Primary System for 8 years. The transfer amounts to 50% of Oregon's annual apportionments of Urban funds.

SUMMARY OF TRANSFERS URBAN TO PRIMARY

FISCAL YEAR	AMOUNT	ACCUMULATED
1979	$3,335,597	$ 3,335,597
1980	3,335,597	6,671,194
1981	3,335,597	10,006,791
1982	3,802,352	13,809,143
*1983	*3,800,000	*17,609,143
*1984	*3,800,000	*21,409,143
*1985	*3,800,000	*25,209,143
*1986	*3,800,000	*29,009,143

* ESTIMATED

3 years' transfers have been accomplished. The transfer of 1982 funds is being processed.

There are three projects that were to be funded with Primary money in the Portland-Metropolitan Area, which by agreement, will be funded with Interstate Transfer funds from the I-505 withdrawal, totaling $7,438.000. This releases those Primary funds for use in other areas. The projects are:

1. Merle Undercrossing-Cedar Hills Boulevard; contracted in 1979 for $1,136,711.24.

2. Allen Boulevard Interchange Section; contracted in 1979 for $5,767,283.

3. Cedar Hills-Sylvan Interchange; contracted in 1980 for $417,350.

In 1979, Oregon had $13,819,702 available in Federal-Aid Primary funds. To this, $3,335,597 was transferred from Urban funds.
In 1980, Oregon's Primary funds were $21,381,695 plus $3,335,597 of transferred Urban System funds and $512,317 in Secondary funds.
In 1981, Oregon's Primary funds were $22,751,868 plus $3,335,597 of Urban System Funds and $4,641,683 in Secondary funds.
This totals $72,294,354 available in this 3 year period.

During this time, we contracted 52 projects outside the Portland-Metropolitan Area using Primary funds amounting to $59,109,522.
During the same period there were only 3 projects in the Portland Area that used Primary funds amounting to $2,922,581.

The remaining $10,262,251 is obligated and yet to be contracted.

8923

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-79		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County WASHINGTON & MULTNOMAH
MODIFICATION NUMBER 4	3/10/81	Project Number ROS-HES-27-1(1[illegible])

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 346,257.00	$ 345,667.00
Federal funds	$ 34,934.21 (144)	$ 34,402.54 (144)
	$ 276,696.00 (141)	$ 276,696.00 (141)
Other revisions		

This modification is made for the following reasons: To release $531.67 Federal Funds, Appn Code 144, to be used on another project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March , 1981 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

For: H.S. Coulter
~~XXX~~ _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: E.J. Valach (Acting)

Form PR-2A (Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon March 5, 1981

Federal Aid Project
No. ROS-HES-27-1(11)

Wilson River Hwy.-Vista Ridge Tunnel Section
Sunset Highway
Washington and Multnomah Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering	All Required TOTAL	$38,226.00 $38,226.00

Type Code Y104
Roadside Obstacles (M.P. 53.33 + M.P. 72.17)

Total the same as the previous estimate of May 30, 1979 $213,887.00

Type Code Y002
Signing (M.P. 53.33 to M.P. 72.17)

Total the same as previous estimate of May 30, 1979 $ 40,398.00

Type Code Y030
Illumination

Total the same as previous estimate of May 30, 1979 $ 53,516.00

Length of Roadway --------- 0.0 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	144	$ 38,226.00	$ 34,402.54	$ 3,823.46
Roadside Obstacles	141	213,887.00	192,498.00	21,389.00
Signing	141	40,398.00	36,358.00	4,040.00
Illumination	141	53,156.00	47,840.00	5,316.00
TOTAL		$345,667.00	$311,098.54	$ 34,568.46

Group 2	16%
Contract No.	8923
Prefix	34-1958
Prefix	34-1033

8923

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-112		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah & Washington
MODIFICATION NUMBER 3	9-10-80	Project Number ROS-HES-27-1(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 345,541.00	$ 346,257.00
Federal funds	$ 34,290.00 (144)	$ 34,934.21 (144)
	$ 276,696.00 (141)	$ 276,596.30 (141)
Other revisions		

This modification is made for the following reasons: To include increase in preliminary engineering costs and to utilize balance of Appn Code 144 funds subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of September , 1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 5, 1980

Federal Aid Project
No. ROS-HES-27-1(1)

Wilson River Hwy.-Vista Ridge Tunnel Section
Sunset Highway
Washington and Multnomah Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E. Preliminary Engineering	All Required TOTAL	$38,816.00 $38,816.00
Type Code Y104 Roadside Obstacles (MP 53.33 to MP 72.17) Total Same as previous estimate of May 30, 1979		$213,887.00
Type Code Y002 Signing (MP 53.33 to MP 72.17) Total same as previous estimate of May 30, 1979		$ 40,398.00
Type Code Y030 Illumination Total same as previous estimate of May 30, 1979		$ 53,156.00

Length of Roadway ---------- 0.0 mile

SUMMARY OF FUNDS (90%)

Description	APPN Code	Total Cost	Federal Funds	State Funds
P.E.	144	$ 38,816.00	$ 34,934.21	$ 3,881.79
Roadside Obstacles	141	213,887.00	192,498.00	21,389.00
Signing	141	40,398.00	36,358.00	4,040.00
Illumination	141	53,156.00	47,840.00	5,316.00
TOTAL		$346,257.00	$311,630.21	$34,626.79

Group 2 16%
Contract 8923
Prefix 34-1033
34-1958 P.E.

8723

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-154 & 155		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah & Washington
MODIFICATION NUMBER 2	6-14-79	Project Number ROS-HES-27-1(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,000	$ 345,541
		34,290 (144)
Federal funds	$ 45,000	$ 276,696 (141)
Other revisions		

This modification is made for the following reasons:

Adding construction phase and reducing preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of June, 19 79.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-76) Previous editions are obsolete GPO 927 494

File

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal-Aid Project
No. ROS-HES-27-1(1)

WILSON RIVER HWY.-VISTA RIDGE TUNNEL SECTION
SUNSET HIGHWAY
WASHINGTON AND MULTNOMAH COUNTIES

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 38,100.00

Type Code Y104
Roadside Obstacles (M.P. 53.33 to M.P. 72.17)

Mobilization	All Required (16%)		9,760.00
Temporary Protection and Direction of Traffic	All Required (16%)		1,280.00
Temporary Signs	190 Sq.Ft.	$ 8.00	1,520.00
Temporary Barricades	2 Each	100.00	200.00
Temporary Delineators	11 Each	20.00	220.00
Flagmen	500 Hour	20.00	10,000.00
Removal of Structures and Obstructions	All Required (37%)		2,220.00
Embankment in Place	2,818 Cu.Yd.	8.00	22,544.00
Trench Excavation	219 Cu.Yd.	17.00	3,723.00
Furnish and Placing Topsoil	440 Cu.Yd.	16.00	7,040.00
Watering	50 M-gal.	20.00	1,000.00
Aggregate Base	1,930 Ton	7.00	13,510.00
Class "G" Asphalt Cement Mixture	750 Ton	10.70	8,025.00
Asphalt Cement in Mixture	48 Ton	80.00	3,840.00
Asphalt in Tack Coat	2 Ton	150.00	300.00
12-inch Sewer Pipe	1,384 Lin.Ft.	10.00	13,840.00
18-inch Sewer Pipe	8 Lin.Ft.	75.00	600.00
Concrete Inlets, Type G-1	1 Each	504.00	504.00
Concrete Inlets, Type G-2	7 Each	536.00	3,752.00
Concrete Inlets, Type M-O, Modified	8 Each	1,176.00	9,408.00
Guard Rail, Type 2A	900 Lin.Ft.	9.75	8,775.00
Guard Rail, Type 3	175 Lin.Ft.	16.40	2,870.00
Metal Median Barrier Terminal, Modified	25 Lin.Ft.	42.00	1,050.00
Concrete End Pieces	1 Each	525.00	525.00
Guard Rail Anchors, Type 1	7 Each	263.00	1,841.00
Guard Rail Anchors, Type 2	7 Each	420.00	2,940.00
Extra for Guard Rail Bridge Connections	4 Each	420.00	1,680.00
Rail End Pieces, Type A	6 Each	21.00	126.00
Rail End Pieces, Type C	7 Each	89.25	624.75
Concrete Barrier	3,225 Each	17.35	55,953.75
			$189,671.50

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal-Aid Project
No. ROS-HES-27-1(1)

Anticipated Items		
Permanent Pavement Striping	All Required (5%)	$ 275.00
Temporary Pavement Striping	All Required (5%)	175.00
		$ 450.00
	Subtotal	$190,121.50
	Engineering	23,765.50
	Total	$213,887.00
Type Code Y002		
Signing (M.P. 53.33 to M.P. 72.17)		
Removal of Existing Sign Installations	All Required	$ 3,150.00
Wood Sign Posts	All Required	3,150.00
Sign Support Footings	All Required	6,825.00
Cantilever Sign Structures	All Required	9,450.00
Breakaway Sign Posts	All Requried	6,300.00
Single Post Slip Base Sign Supports	All Required	735.00
Move and Reinstall Existing Signs	All Required	1,050.00
Sign Illumination Equipment	All Required	5,250.00
	Subtotal	$ 35,910.00
	Engineering	4,488.00
	Total	$ 40,398.00
Type Code Y030		
Illumination		
Removal of Existing Illumination	All Required	$ 1,050.00
Roadway Illumination Revision	All Required	46,200.00
	Subtotal	$ 47,250.00
	Engineering	5,906.00
	Total	$ 53,156.00

Length of Roadway 0.00 Mile

Work Retained in Program Status		
(Not included in amounts below)		
Roadside Seeding and Mulching	All Required (95%)	$ 760.00
Drill Wood Sign Posts	All Required	500.00
Relocate Neon Ice Sign	All Required	1,000.00
Extra for Long Guard Rail Posts (24 at $8)	All Required	192.00

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal-Aid Project
No. ROS-HES-27-1(1)

SUMMARY OF FUNDS (90%)

Description	Appro. Code	Total Cost	Federal Funds	State Funds
Preliminary Engr.	144	$ 38,100.00	$ 34,290.00	$ 3,810.00
Roadside Obstacles	141	213,887.00	192,498.00	21,389.00
Signing	141	40,398.00	36,358.00	4,040.00
Illumination	141	53,156.00	47,840.00	5,316.00
	Total	$345,541.00	$310,986.00	$34,555.00

Group 2 — 16%

Contract No. 8923

Prefix No. 34-1958

Prefix No. 34-1033

12-11-78

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-225		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clatsop,Multnomah Tillamook & Washington
MODIFICATION NUMBER 1		Project Number ROS-27-1(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19 , 19 78 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,000.00	$ 50,000.00
Federal funds	$ 19,800.00	$ 45,000.00
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of December , 19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

Rxx For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-22
(Rev. 10-76)

Previous editions are obsolete

GPO 927 404

file

Oregon State Highway Division
Salem, Oregon November 30, 1978

Federal Aid Project
No. ROS-27-1(1)

Sunset Highway in Clatsop, Multnomah
Tillamook & Washington Counties

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (MP 24.2 to MP 72.58)

Preliminary Engineering	All	Required	$50,000.00
		TOTAL	$50,000.00

Length of Project - - - - - - - - - - 48.4 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 50,000.00	$ 45,000.00	$ 5,000.00
Retain in Program (contract work)	206,000.00	185,400.00	20,600.00
TOTAL	$256,000.00	$230,400.00	$25,600.00

Group 1 100%
Prefix 34-1958

Clatsop Co.	14%
Multnomah Co.	7%
Tillamook Co.	2%
Washington Co.	77%

8923

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION	Oregon
MONTHLY TRANSACTION NO. 4-158	FEDERAL HIGHWAY ADMINISTRATION	County Clat., Mult., Till. & Wash.
	FEDERAL-AID PROJECT AGREEMENT	Project No. ROS-27-1(1)
	4-19-78	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, Portland, N.W. 48.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-28-77	48.4
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 22,000	$ 19,800

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Peterson

Technical Services Manager
(Title)

By H. Scholz

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn W. Gates
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 19 1978

Form FR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 6, 1978

Federal Aid Project
No. ROS-27-1(1)

Quartz Creek-Vista Ridge Tunnel Section
Sunset Highway In Clatsop, Multnomah,
Tillamook & Washington Counties

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering (MP 24.2 to MP 72.58)		
Preliminary Engineering	All Required	$22,000.00
	TOTAL	$22,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 22,000.00	$ 19,800.00	$ 2,200.00
Retain in Program Contract Work	$206,000.00	$185,400.00	$20,600.00
TOTAL	$228,000.00	$205,200.00	$22,800.00

Group 1 - 100%
Prefixes 34-1958 P.E.

Clatsop Co.	- 14%
Multnomah Co.	- 7%
Tillamook Co.	- 2%
Washington Co.	- 77%

#8923

STATE COPY

2-9-81

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-9-81	T. P. Lowe, Area Engineer	HES-27-1(1) & IX-27-2(4)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2-29-80	7-29-80	104	185 days

APPROVED EXTENSIONS	LOCATION
8 days	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WILSON RIVER JCT.-VISTA RIDGE TUNNEL
SUNSET HIGHWAY
Grading, Paving, Barriers & Signing

This project provided for spot safety improvements at 14 locations between the Wilson River Junction and Vista Ridge tunnel and a pavement overlay between Cornelius Pass Junction and Cedar Hills Boulevard.

An eight-day time extension has been granted. No liquidated damages are being charged.

RECEIVED
STATE HWY ENGR
FEB 20 '81
REFER TO
Maehuna
FOR
Info | Invest | R/D | D/R | Sign | Act | File

orig to 2-20-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER ~~Field Operations~~ Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 2-17-81	TITLE: Field Operations Engineer	DATE: 2-17-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

6.9.23

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980

C. T. Keasey
Asst. State Highway Engineer

8923

August 5, 1980

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

CCM 5
#8923

Gentlemen:

Contract No. 8923 awarded to Cascade Construction Co., Inc., for work on the Wilson River Highway Junction-Vista Ridge Tunnel Section of the Sunset Highway in Washington and Multnomah Counties was completed on May 6, 1980, and accepted by the State Highway Division on July 29, 1980.

Final payment in the amount of $9,164.84 will be released to the contractor after August 11, 1980. The total contract amount is $1,[illegible],325.82 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormack
CONSTRUCTION SERVICES

RWC

cc Cascade Construction Co., Inc.
P.O. Box 4257
Portland, OR 97208

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8923

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: July 29, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of July 29, 1980.

Contract	8923	On Site Work Substantially Completed	March 29, 1980
All Work Completed	May 6, 1980		
Project	Wilson River Hwy. Jct.-Vista Ridge Tunnel		
Highway	Sunset		
Counties	Washington and Multnomah		
Type of Work	Grading, Paving, Barriers & Signing		
Contractor	Cascade Construction Co., Inc.		

RDC:mk

cc: H. S. Coulter
R. D. Church

NOTED
R. W. G[illegible]

8-5
WJB

8923

37

4-25-80

STATEMENT OF OVER/UNDERRUNS

Wilson R. Hwy. Jct.-Vista Ridge Tunnel
HES-27-1(1) & IX-27-2(4)
Washington & Multnomah
Contract: 8923 Prefix: 34-1033

Item	Unit	Original	Semi-final	% (+ or-)
		Summary		
Bid Items	$	1,487,670.50	1,316,950.15	- 11
Anticipated Items	$	39,350.00	26,411.13	- 33
Contingencies	$	68,715.92	7,933.16	- 88
Engineering	$	122,161.64	96,000.00	- 21
Liquidated Damages	$	0.00	-1,600.00	- 100
TOTAL	$	1,717,898.06	1,445,694.44	- 16

All substantial changes were evaluated and none were found to have meaningfully affected the total project cost.

1 Vertrees ✓
Anderson
2 Christensen DDC
Olson
AB Sullivan COPY
Terpin
Trout
Wakerlig

RECEIVED
APR 25 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Filing ⇒ __/__/__
Action

9923

STATE COPY

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976 — 988

5-1-80

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Washington	Oregon

IN COMPANY WITH: M. Craft, J. Cochell, and B. Geibel, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-1-80	W. N. Bryant, Area Engineer — W. N. Bryant Area Engineer	HES-27-1(1) and IX-27-2(4)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	104 %	100 %

WILSON RIVER JCT.-VISTA RIDGE TUNNEL
SUNSET HIGHWAY
Grading, Paving, Barriers, & Signing

This project provided for spot safety improvements at 14 locations between the Wilson River Junction and the Vista Ridge Tunnel and an orverlay of the existing roadway between the Cornelius Pass Junction and the Cedar Hills Blvd. interchange. A contract in the amount of $1,487,670.50 was awarded Cascade Construction Co., Portland, Oregon, on May 10, 1979. Work began on May 29, 1979 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on February 29, 1980 at a final estimated cost of $1,445,700 which includes $1,316,950 for bid item work; $34,300 for anticipated work and changes; and $96,000 for engineering. A total of 193 calendar work days were used as compared to the 185 specified. An 8-day time extension has been requested by the contractor and approval is expected.

Project records indicate that all materials incorporated into the work were tested and found to meet specification requirements. The completed work looks good and rides very well. Acceptance of the contract work is therefore recommended.

5/16 af

RECEIVED
STATE HWY ENGR
MAY 16 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

8923

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wilson River Hwy., Jct. - Vista Ridge Tunnel		WEEK ENDING: 4/12/80
		SECTION PREFIX: 34-1033
HIGHWAY: Sunset		COUNTY: Washington - Multnomah
NAME OF JOB: Wilson River Jct.-Vista Ridge Tunnel	KIND OF WORK: Grade, Pave, Barriers, Sign	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 8923	FEDERAL AID PROJECT NUMBER: HES-27-1(1) & IX-27-2(4)
DATE OF CONTRACT: 5/10/79	DATE WORK STARTED: 5/29/79	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 185 CWD	WORK DAYS USED / CALENDAR DAYS USED: 193
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 104
PROJECT AUTHORIZATION: $1,717,898.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,595,736.42	ENGINEERING AUTHORIZATION: $122,161.64	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,356,875.94	ENGINEERING COST TO DATE: $96,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 79
ESTIMATED PERCENT: UNDERRUN 15 %	PERCENT OF AUTHORIZATION 79 %	DATE PROJECT WAS COMPLETED: 2/29/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	18.87	18.87			18.87
MILES PARTIALLY COMPLETED					
MILES COMPLETED	18.87	18.87			18.87
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,678	13,900			56,200
TOTAL QUANTITIES CORRECTED TO DATE	3,496	7,700			55,259
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,496	7,700			55,259
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WE. USE	WORK DAYS CHARGED	HOURS DELAY.	CAUSE OF DELAY
SUNDAY	No time charged			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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APR 15 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Semi-final submitted. This is the LAST REPORT on this project.

RECEIVED
APR 15 1960

cc: Construction
FHWA
Region
File

SIGNED J. W. Cahill LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8923

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 - 14 - 80

FEDERAL AID PROJECT NO.
I[illegible]-2(4)&HES-27-1(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70598-4 and
90140

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR

Init.	Lines	R/D	D/R	Spec.	Act.	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	12-13-79	Primary 27	Primary 47

GENERAL LOCATION:
Wilson River Jct. - Vista Ridge Tunnel

GENERAL DESCRIPTION OF WORK:
Furnish and install early warning signs for impaired clearance.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-13-79, as requested in Mr. Keasey's letter of 1-3-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No.2 is approved for TEC NTE $800 Federal Funds $720.

(No additional obligation of funds required)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-811

11-8-79

8923

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HPROS-27-1(1)&IX-27-2(4)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70598-4&90140

COUNTY NAME
Multnomah & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	10-29-79	Primary 27	Primary 47

GENERAL LOCATION:

Wilson River Junction - Vista Ridge Tunnel

GENERAL DESCRIPTION OF WORK:

Remove brush obscuring newly installed signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-29-79, as requested in Mr. Keasey's letter of 11-5-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $3,000 Federal Funds $2,700.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-615

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

#8723 11-7-79

FEDERAL AID PROJECT NO.
HES-ROS-27-1(1)&IX-27-2(4)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70598-4&90140

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	10-25-79	Primary 27	Primary 47

GENERAL LOCATION:
Wilson River Jct - Vista Ridge Tunnel

GENERAL DESCRIPTION OF WORK:
Furnish and install Type "A" sign.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-25-79, as requested in Mr. Keasey's letter of 10-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $1,000 Federal Funds $900.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79	[signature]	for Division Administrator

FORM PR-1240 REV. 6-70 — EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

11-8-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8923

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HL-ROS-27-1(1)&IX-27-2(4)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Multnomah & Washington

ITEM NO.
70598-4&90140

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	10-5-79	Primary 27	Primary 47

GENERAL LOCATION:
Wilson River Junction - Vista Ridge Tunnel

GENERAL DESCRIPTION OF WORK:
Relocate neon sign.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-5-79, as requested in Mr. Keasey's letter of 10-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,000 Federal Funds $900.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—721-012

8923

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: E. L. Hardt
Region I Engineer

DATE: October 23, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Guardrail Illumination
Cedar Hills Boulevard Interchange
Sunset Highway (M.P. 68.34)

NOTED
H. S. COULTER

A review has been completed to determine if Title II funds could be used to illuminate the guardrail between the westbound lane and the frontage road at the subject location.

Our present method for determining project eligibility for Hazard Elimination Program funding is based on two requirements: (1) that the highway section involved appear on our Safety Priority List and (2) that the proposed work have a favorable benefit/cost ratio.

In the last five and one-half years, there have been six reported accidents between M.P. 68.06 and M.P. 68.57 on the westbound lane of the Sunset Highway; three of which occurred on the highway, and three on the frontage road on the north side of the guardrail. Only one of these accidents actually involved a vehicle striking the barrier. There were two injuries reported for the six accidents.

Due to small number of reported accidents at this location, the proposed project does not meet either requirement for Title II funding and cannot be considered for programming as a Title II project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
OCT 25 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RHB:jrb
Attachment
cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
W. J. Hart

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

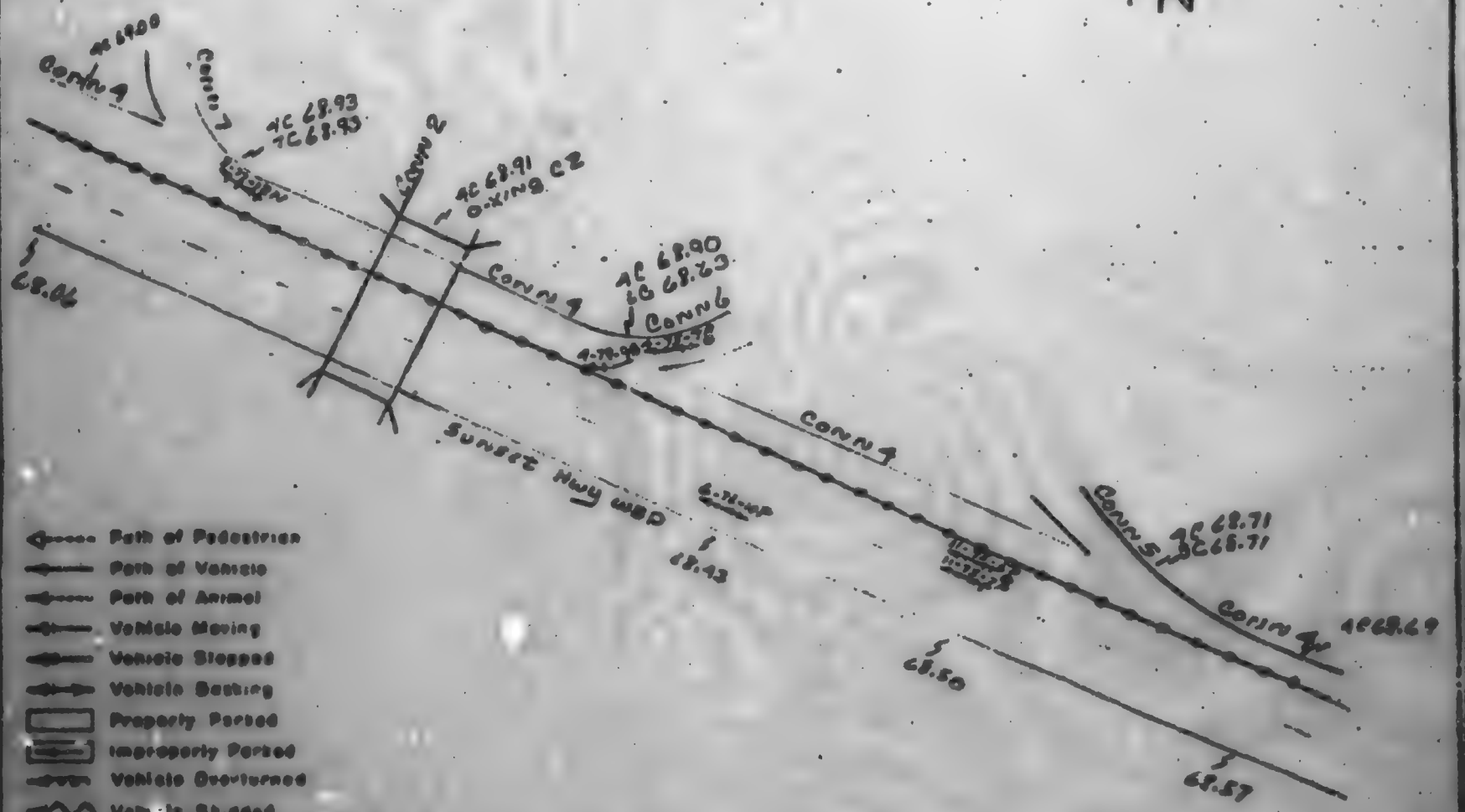
COLLISION DIAGRAM

City of _____ County Washington
Intersection of Sunset Hwy and Cedar Hills Blvd. WBD
Highway Number 47 (US 26) MP 68.06 to 68.57
Period Covered 1-1-74 5-31-79
Compiled by SC Drawn by _____ Date 6-18-79

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Day 1
Night 5
Total 6



* Tapers curve to left

Collision Type	1974-1975				1976-1977				1978				5 Mos 1979				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		2	1	3			2	2										2	3	5
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object															1	1			1	1
Pedestrian																				
Backing																				
Misc																				
TOTAL		2	1	3			2	2				0			1	1		2	4	6

Form E-261-6-70

8923

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic — DEPT.

378-6537 — TELEPHONE

TO: W. J. Hart
Bridge Engineer

ATTN: R. W. Ellison

DATE: August 16, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Cedar Hills Boulevard Interchange
Sunset Highway No. 47 (M.P. 68.34)
Contract No. 8923
Proposed Illumination

NOTED
E. S. HUNTER

Cedar Hill Boulevard Interchange has been reviewed for illumination using our "Guidelines for Illumination".

We recommend that partial interchange illumination be installed as part of this contract, if it is determined that funds are available.

A copy of the necessary approval is attached.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

WLT:jrb

Attachment

cc w/attach.: E. S. Hunter
J. H. Versteeg
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
AUG 17 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ack | File

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

52,000

TO: H. S. Coulter
State Highway Engineer

DATE: August 3, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Cedar Hills Boulevard Interchange
Sunset Highway No. 47 (M.P. 68.34)
Contract No. 8923
Proposed Illumination

Cedar Hills Boulevard Interchange has been reviewed for illumination; and based upon our "Guidelines For Illumination"; this interchange meets the warrants for complete interchange illumination.

Westbound on the highway through the interchange is a run of 1,410 feet of double-faced metal guardrail which separates the main highway from the frontage road. Region recommended that illumination be installed, as part of the above contract, so the guardrail would be visable during the hours of darkness.

Region I will be working with the Bridge Section to discuss the design and cost of illumination to see if it is practical at this time.

We recommend that partial interchange illumination be installed as part of this contract if it is determined that funds are available.

We request your approval to install partial interchange illumination.

L. E. George
Traffic Engineer

Initd
L. E. GEORGE

VLT:jrb

APPROVED
STATE HIGHWAY ENGINEER
DATE 8/15/79

8/15 ok w/ the change

RECEIVED
AUG 15 1979
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

RECEIVED
STATE HWY ENGR
AUG 7'79
REFER TO
FOR
Init. | Invest. | R/D | O/R | Sys. | Act. | File

Vern

STATE OF OREG[illegible]

INTER[illegible]CE MEMO

TO: Mr. L. E. George
Traffic Engineer

DATE: August 1, 1979

FROM: R. W. Ellison
Assistant Bridge Engineer

SUBJECT:

Cedar Hills Boulevard Int.
Sunset Hwy. No. 47
Contract 8923
Proposed Illumination

Region indicates that they would like to install partial illumination on the Westbound off and on ramps for the subject project as soon as possible. It is their hope to do the work as extra work or price agreement on the existing contract. Evidently they can do this if we can have the design completed by the first of November.

Region is making the necessary field survey in order that we can evaluate the project and estimate a date for plan availability.

In order that the design may be started, please obtain the necessary approvals mentioned in your letter of July 18, 1979, to J. H. Versteeg.

RWE:smd

cc E. S. Hunter
J. H. Versteeg
E. L. Hardt

RECEIVED
L. E. GEORGE

[illegible]

01-123-1307

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

DATE: July 18, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Cedar Hills Boulevard Interchange
Sunset Highway No. 47 (M.P. 68.34)
Proposed Illumination

As requested, Cedar Hills Boulevard Interchange has been reviewed for proposed illumination.

Based upon our "Guidelines for Illumination", this interchange does meet the warrants for complete interchange illumination. We agree with Ed Hardt that illumination would be of benefit for the visibility of the guardrail during hours of darkness. This could be achieved with partial interchange illumination, which we recommend.

If funds are available to carry out this project, please advise; and, we will obtain the necessary approvals to proceed.

L. E. George
Traffic Engineer

cc: E. L. Hardt

REFERRED TO
Board, Staudenmayer, Cole, Sample, Erikson, Watson, Hagar, Derp, Lau, Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

RECEIVED
JUL 19 1979
ROAD DESIGN SECTION

NOTED
W.J. HART
Do Not File
Return To
Bring To
Action

Versteeg, Anderson, Christenson, Olson, Sullivan, Terpin, Trout, Wakerlig

BRIDGE SECTION

8/1/79 - Marion Craft would like to get this illum started on the existing contract. He will send us field data to accomplish same - we can then determine the project cost & let him know how long before we can have plans, etc.
8/1/79

7/27/79
Discussed this and doublefaced barrier with Mr. Craft. We have an overlay project from Cedar Hills Interchange - Sylvan Interchange on the program for FY 1980. This would affect the question. It was recommended to Marion and he concurred that we should have any modification of the rail to the future contract. After discussing with Ed Hardt, Marion indicated they would like to do partial illum. I got him in touch with Gordon Ballard to discuss design & cost to see if practical at this time. Marion contacted George if he is to get approval.

Will do illum later on Marion contract - will advise when project is coming up.
8/1/79

File No._____
Rd. No._____ M.P._____
City of_____
Streets_____
Rural_____ Urban_____

Highway - Traffic 378-6537

July 18, 1979

J. H. Versteeg
Road Design Engineer

L. E. George
Traffic Engineer

Cedar Hills Boulevard Interchange
Sunset Highway No. 47 (M.P. 68.34)
Proposed Illumination

As requested, Cedar Hills Boulevard Interchange has been reviewed for proposed illumination.

Based upon our "Guidelines for Illumination", this interchange does meet the warrants for complete interchange illumination. We agree with Ed Hardt that illumination would be of benefit for the visibility of the guardrail during hours of darkness. This could be achieved with partial interchange illumination, which we recommend.

If funds are available to carry out this project, please advise; and, we will obtain the necessary approvals to proceed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:jrb

cc: E. L. Hardt

NOTED
VERNON L. TABERY

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 25, 1979

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: WILSON RIVER HIGHWAY JCT.-
VISTA RIDGE TUNNEL SECTION
CONTRACT NO. 8923

TO: HAL VERSTEEG
Head of Engineering

Attached is a plan showing the Cedar Hills Blvd. Interchange on the Sunset Highway. Westbound on the highway through the interchange is a run of 1410 feet of doublefaced metal guardrail which separates the main highway from the frontage road. This barrier has evidence of many hits, so as part of the safety improvement of the highway under the subject project we are looking at ways to eliminate or alleviate this problem.

The maintenance people involved on this highway would like to have the metal barrier replaced with a concrete barrier, so as to minimize the maintenance cost. This would, obviously, help with respect to maintenance but it does not speak to the reason why the barrier is being hit in the first place. The interchange is not illuminated, so I suspect that the reason that the barrier is being hit so often is that it is not visible during the hours of darkness.

My recommendation is that we install illumination for this barrier and, if it can be justified on the basis of safety, replace it with a concrete barrier. I'd like your thoughts on it. We have not discussed this with Bud George's people, so you might want to consider doing that.

ELH/cr
cc Bill Geibel
Jim Cochell

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 26 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

NOTED
DWAYNE HOFSTETTER

#8923

Form 61.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8923

Salem, Oregon

August 1, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: George Hopkins
Construction Operations Engineer

SUBJECT: Quality of Highway Construction Survey
Wilson River Hwy. Jct.-Vista Ridge Tunnel
FAP No. HES-27(1) & IX-27-2(4)
Contract No. 8923

Paul Barnhart, Resident Engineer on the Warren-Scappoose project, has confirmed the Class "B" wearing coarse will not be placed this construction season.

Therefore data for the Wilson River Highway Jct.-Vista Ridge Tunnel project will be reviewed instead. James Cochell, Resident Engineer, has been contacted and the review scheduled for the morning of August 2, 1979.

MDG:fr

cc: H. S. Coulter
Glen L. Green
Vincent J. Tabor
Marion Craft
Paul Barnhart
James Cochell
File

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8923

4

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT Release of Excess IX Funds
Merle U'Xing-Cedar Hills Blvd. Sec.
Project No. IX-27-2(4)
Washington County

A contract has been awarded for the construction and the work put under project agreement. In accordance with my letter of April 9, 1979, I request that you release the funds in excess of these currently under project agreement.

CL:dmc
cc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
M. Klotz, Metro

RECEIVED
TECHNICAL SERVICES
JUN 21 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#9923 6-20-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]27-2(4)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Div. Adm.
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Washington

ITEM NO.
90140

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 26 '79
REFER TO
FOR

6-26 ofic to Mae Brim

Estb	Invest	R/D	D/R	Sys	Act	File

DATE PSSE APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	6-20-79	Primary 27	Primary 47

GENERAL LOCATION:
Wilson River Highway Junction - Vista Ridge Tunnel

GENERAL DESCRIPTION OF WORK:
Revised construction costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-20-79 I approve the revised construction costs for the subject project and advise that excess funds have been released to the Washington, D. C. (UMTA) office.

Total Authorized	$3,000,000	Federal Funds	$2,550,000
Revised	1,379,912	Revised	1,172,925
Excess Funds	$1,620,088		$1,377,075

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-20-79	G. K. Hoerner	for Division Administrator

FORM PR-1240 (REV. 8-76) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—731-015

8923

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 9, 1979

NOTED
E. S. HUNTE

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Merle U'Xing-Cedar Hills Blvd.
Sunset Highway
Project No. IX-27-2(4)

We submitted a request for Interstate Transfer funding on the subject project on March 5. The request was for obligation of federal funds amounting to $2,550,000.

When the project data was submitted, the estimated cost was based on design data which included 5 and 7 inches of A.C. on the west and east bound lanes respectively.

Subsequent to our submittal, a new base design curve which was developed by the State of California, was approved by AASHTO. This method allows a design on this project using 3 and 5 inches of A.C. We plan on using the thinner depth paving which will result in a new estimate requiring $1,500,000 of federal funds.

We plan to take bids for this project on April 26, 1979. Following the letting, we will request you release the funds in excess of those needed for the project.

DES:dmc
cc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
M. Klotz

RECEIVED
TECHNICAL SERVICES
APR 10'79
REFER TO
FOR
Info | Lmnds | R/D | Dsn | Utils | Agr | File

B923

April 4, 1979

The Honorable Victor Atiyeh
Governor of Oregon
207 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested that I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of March:

Project	Funds Federal	State	Local
Merle U'Xing-Cedar Hills (Sunset Hwy.-Overlays)	$2,550,000	$450,000	$ --
Progress Interchange Off-Ramp	172,000	30,400	--
Lawnfield Rd.-Clackamas Hwy.	458,000	48,540	32,360
Cedar Hills Blvd. @ Walker Rd. (Beaverton)	72,000	---	10,800
S.W. Murray Blvd.-S.W. Walker Rd. (Beaverton)	332,000	---	49,800
Tualatin Valley Hwy.-S.W. Scholls Ferry Rd., (Beaverton)	277,000	---	41,550

The criteria used to select these projects is the Region's Transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of March.

GLG:dmc fn
bc H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

Sincerely,

F. B. Kiseboe
Director of Transportation

8923

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-4-79

FEDERAL AID PROJECT NO.
IE[illegible]DS-27-1(1) & TX-27-2(4)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah & Washington

PROGRAM NO.

ITEM NO. 70598-4
90140

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
APR 10 '79

4-11
orig
to

REFER TO.
Hirschmann

FOR

Info	Approval	R/W	D/R	Sign	Attn	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-4-79	-4 -4-79	Primary 27	Primary 47

GENERAL LOCATION:
Wilson River Highway Junction - Vista Ridge Tunnel

GENERAL DESCRIPTION OF WORK:
ROadside Obstacles and High Type Pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify)
Permanent Pavement Striping S.F. $5,500
Temporary Pavement Striping S. F. 3,500
On the job training 3,200

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 2, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,029,787 - Federal Funds $1,741,829.

A signed copy of the Title Sheet is returned herewith.

(IX Funds TEC $1,699,547 Federal Funds $1,444,614)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 3-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—651-068

8923

47

Form 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 26, 1979

FILE:

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILE

SUBJECT: Wilson River Hwy. Jct.-
Vista Ridge Tunnel Section
[redacted] Highway
Washington & Multnomah Counties

We are proposing on this project to salvage a sign bridge at M.P. 70.93 (Sylvan Interchange), which is to be replaced with a cantilever sign at M.P. 71.13. The existing 120 foot sign bridge which has a support post in the eastbound offramp gore area is being removed for safety reasons.

The contract special provisions will stipulate the contractor is to remove the sign bridge and place it in the State Storage Yard near S.E. 82nd Avenue and Harmony Road in southeast Portland.

Since the sign bridge will eventually be reinstalled on a highway it is believed unnecessary to do the paperwork of charges and credits.

FE:cj
cc: E. J. Valach, FHWA
Ed Hardt
D. Swan
J. Sullivan

1 Vorseeg
Anderson
2 Christensen
Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 27 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8923

March 5, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: F. B. Klaboe, Director
Department of Transportation

SUBJECT: Interstate Transfer Fund Project
Portland Urban Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for one highway project in the Portland urban area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this is a regional priority and has been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Fed. Funds	State Matching Funds
Marie W'Xing-Cedar Hills (Sunset Hwy. Overlays)	Constr.	$2,550,000	$450,000

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate these funds as they are authorized by the Metropolitan Service District (MSD).

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring

DS: jv

8123

Form 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 22, 1979

FILE:

FROM: J. H. Versteeg
Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Overlay
Merle Undercrossing-Cedar Hills Blvd. Section
Sunset Highway
Washington County

The Merle Undercrossing-Cedar Hills Blvd. project is a 6.1 mile overlay project on the Sunset Highway. This is a $1.5 million FA funded project. It is on the Six-Year Program for fiscal year 1980.

The westbound lanes were constructed in 1946 and it had a 2" overlay in 1969. The eastbound lanes were constructed in 1961 and 1964. This project is of high priority in Region 1 and they would like to do the overlay this construction season.

The cost estimate for this 6.1 mile overlay project is $3,100,000. The base design for the eastbound lanes is for a 7" asphalt overlay and the westbound base design recommends a 5" asphalt overlay. The alternates seem to be:

1. Do a 6.1 mile overlay at a cost of $3.1 million which is $1.6 million over the programmed amount.

2. Overlay the eastbound lanes at a cost of $1.8 million which is $300,000 ~~million~~ over the programmed amount.

3. Overlay the westbound lanes at a cost of $1.3 million which is slightly under the programmed amount.

4. Develop plans for a three mile overlay for both east and westbound lanes for the $1.5 million programmed amount.

If we should do Alternate 2, 3 or 4, the money would need to be programmed to complete the overlay on the balance of the Merle Undercrossing-Cedar Hills Blvd. section of the Sunset Highway. Subject to the approval of additional funding I would recommend overlaying the eastbound lanes for $1.8 million and sealing the westbound lanes for another $100,000. The $1.3 million overlay of the westbound lanes should be programmed for construction within the next three years.

Your recommendation on how we should proceed would be appreciated.

1-25-79

JHV:jh Hal I think all we can afford is to stage construct. ESH.

RECEIVED
TECHNICAL SERVICES
JAN 24 '79
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Appr | File

8923

34-1972
47

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services — DEPT.
238-8231 — TELEPHONE

TO: J.H. Versteeg, Head
Engineering Section

DATE: January 24, 1979

FROM: Max J. Klotz
Metro Technical Services Engineer

SUBJECT: Merle Undercrossing-Cedar Hills Blvd. Section
Sunset Highway
Prefix 34-1972

As you are aware, the funds originally approved for the subject overlay are not adequate to do the entire project. The primary reason for this is the thickness of asphalt concrete (5" westbound and 7" eastbound) we have been told must be used.

I understand that you have been discussing the pavement design with Clarence Gregg and you are now making an attempt to obtain funds to do the entire job.

Duane Christensen has requested I advise him where we wish the job cutback to get within the money in the event that additional funds cannot be made available.

Our first preference is to reduce the overlay thickness to say 3½" westbound and 5½" eastbound, or something similar that would allow us to cover the entire section with the maximum thickness within available funds.

If it is not possible to reduce the thickness, the only alternative we see is to pave the eastbound lanes with the 7" through the entire section and then starting at the east end of the section (Cedar Hills Blvd.) proceed west with the full 5" until the funds run out.

js

cc: Ed Hardt
Duane Christensen
William Geibel
Clarence Gregg

1
Versteeg ✓
Christensen
George
Olsen
Terpin
Sullivan
Scott
Asserson

RECEIVED
JAN 26 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

8923 12-78 47

Wilson River Hwy Jct - Victor Ridge Tunnel

Spot Safety MP 53.3 To MP 72.2 - 18.9 Miles - 300,000.00

Overlay MP 62.56 To MP 68.64 - 6.08 Miles

EB - 7" overlay For 6.08 Miles 1,810,000.00

WB 5" overlay For 6.08 Miles 1,275,000.00

3,085,000.00 For overlay
300,000.00 For Spot Safety

8923 47 N

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christensen ATTN: Fred Eriksen
Final Design Engineer

DATE: November 9, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Safety Review
Merle U'Xing-Cedar Hills Blvd. Section
Sunset Highway No. 47 (M.P. 62.53 to 68.20)
Washington County

As requested, we have reviewed the accident history on the subject section of the Sunset Highway. Our review covered accidents occuring in the past 3½ years and showed no grouping of accidents at any location.

Within a 3 month period there were 2 fatal accidents within 100 feet of each other, but the vehicles were traveling in opposite directions. Both of these accidents involved pedestrians crossing the highway from south to north. A review of area adjoining the highway showed no apparent reason for pedestrians to be crossing the highway at this location.

It is our finding that there are no significant safety problems on the subject section.

L. E. George
Traffic Engineer Supervisor

DW:cs

Versteeg
Christensen
George
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REFERRED TO
Board Steudenmeyer
Cole Semple
Eriksen F.E. Watson
Hager Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

81-100-1307

8923 47

Salem, Oregon
November 2, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

Merle U'xing-Cedar Hills Blvd.
Sunset Highway
Washington County

We have started preparation of plans for this overlay project from M.P. 62.53 to M.P. 68.20. The job is presently on the letting schedule for March 29, 1979.

The overlay thickness is being studied by the Soils Section but will be 3-inches or possibly more.

Twin structures at Rock Creek M.P. 63.38 should be studied to determine how much (if any) of the overlay thickness can be added to the decks or if other deck treatment will be required. The field location data did not contain any information on structures.

Vomacq ✓
Christensen
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LOC:ab
cc: Fred Eriksen

8923

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N

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

October 6, 1978

To: Frank E. Terpin
Location Engineer

From: Max J. Klotz
T.S.E.
Metro

Subject: Merle Undercrossing - Cedar Hills Blvd. Interchange
[redacted] (U.S. 26)
Washington County
Prefix: 34-1972
Location Survey

To Chron
10-9-78

Listed below are the data and computations to support the proposed overlay, scheduled for the 1979 construction season:

1 - Pad with the following contents:

Narrative Report

Locating Engineer's Statement

Cost Estimate and Quantity Summary

Temporary Signing and Flagging

Surfacing Calculations

Average Pavement Widths

Striping Cost Estimate

Project Photos

1 - Envelope containing 3 copies each of the above.

1 - Roll typical sections

1 - Roll straight line map

Form 734-1122

8923 47 N

Salem, Oregon
August 11, 1978

Lyle K. Watson for
Duane O. Christensen
Final Design Engineer

E. L. Hardt
Region I Engineer

Wilson River Highway Junction-
Vista Ridge Tunnel
Sunset Highway
Washington & Multnomah Counties

I am enclosing one set of prints of the permanent signs, as constructed, on the named section.

Existing signs on the mainline with steel posts (eleven signs) are highlighted in yellow. We will need the following information:

1. Photos, front and back of sign.
2. Cross-section from edge of travel lane (fog line) out to 70 feet or right of way line. Cross-section should be taken 10 feet ahead of the sign and not at the existing location.
3. Is existing sign laminated?

Existing signs highlighted in red are mounted on wood posts (19 signs). These should be reviewed for the following information:

1. 6 x 6 posts have 1-1/2" diameter holes.
2. 6 x 8 and larger posts have 2" diameter holes.
3. Holes are at right angles to the travel lanes.
4. Two holes, each post, are located 6" and 18" above low ground at the post.

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AUG 07 1978
ENGINEERING SECTION

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LKW:ab
cc: Bill Beard

8975 8-11-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-27-2(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80355

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-11-78	Primary 27	Primary 47

GENERAL LOCATION:

"Merle U'xing-Cedar Hills Blvd. Interchg Sect.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering. Overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION — Including utility preparatory work TEC NTE $26,000 F.F. $23,300
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 31, 1978, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

Swan

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-78	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8923

47 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 1, 1978

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineering Supervisor

TO: MEMO TO THE FILES

SUBJECT: Wilson River Hwy. Jct.-
Vista Ridge Tunnel
Sunset Highway
Washington and Multnomah
Counties

The plans review was held on Tuesday, August 1, in Region I office.

The beginning of the project was revised from MP 24.23 to 53.33 to fit the available funding. This will eliminate the following locations: MP 24.23, 24.47, 37.38, 42.50, 45.31 and 46.30.

Project name revised from Quartz Creek-Vista Ridge Tunnel to Wilson River Highway Junction-Vista Ridge Tunnel.

This being a spot safety project, the specifications for asphalt concrete should be a commercial mix; aggregate base a commercial mix, 1"-0.

MP 53.33 Wilson River Highway (W.B.) Undercrossing

An 18-inch culvert will be added to the ditch line under the shoulder barrier on the left.

MP 57.85 McKay Creek Bridge

The guardrail for the McKay Creek Structure was not physically connected to the bridge rail. This connection will be added to the plans.

MP 71.14 Sylvan Interchange (Sign Bridge)

It was proposed to install an attentuator at the support eastbound and guardrail protection westbound for the supports. Estimated cost $13,700. There are two drain pipes back of the curb, westbound, that interferes with placing the guardrail. A cantilever sign is proposed at this location to reduce a conflict with the drain pipes and eliminate the attenuator eastbound. Estimated cost $17,500. A cross-section is required at Station 164+50, westbound, which Region will obtain.

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MP 71.50 Sylvan Interchange

A "C" end piece only was to be added on the guardrail. This guardrail terminates in the gore point of the westbound exit ramp. One hundred feet of guardrail will be removed and a "C" end piece installed.

Three large trees in the median, approximate MP's 68.10, 68.35 and 68.45 will be included for removal.

Approximately eleven signs were noted that do not have break-away support or the proper setback. Revision of the supports and setback would be approximately $22,000. Every effort will be made to include these signs in the project.

Due to additional field work required for the sign bridge, sign relocations and cantilever design, this project is to be delayed until a November, 1978, letting.

LKW:ab
cc: D. M. Moehring
E. L. Hardt
M. D. Glenn
Wally Bryant, FHWA
Marion Craft
Ted Inloes
James Cochell
Bill Geibel
Jack Sullivan
Will McGill

1979 Lafayette Hwy.-Webfoot 8924
Rd. Sec. of Palmer Creek Rd.
(Grading, surfacing & structure)

CCA 5867 11-15-76

PE $1,140 Rc AD 473 CC 1997

8724

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 134366

DATE	YOUR ORDER NUMBER	SEND REMITTANCE TO:	BILLING REQ. NUMBER
5-19-82		OREGON STATE HIGHWAY DIVISION TRANSPORTATION BUILDING SALEM, OREGON 97310	CC 82-11

CODE: YAMHILC

YAMHILL COUNTY
COUNTY COURTHOUSE
FIFTH & EVANS ST RM 106
MCMINNVILLE OR 97128

CREDIT DISTRIBUTION

321.00	3,733.28
536-2512-296-00-000	446.72
536-1080-296-00-000	3,286.56
536-2512-297-00-000	(446.72)
536-1080-297-00-000	(3,286.56)

DESCRIPTION	TOTAL PRICE
Final settlement on RS-A698(1), Lafayette Hwy - Webfoot Road Section.	
County Share of Project Cost (See attached)	$24,573.28
Less Advance Deposit	20,840.00
Amount Due From Yamhill Co.	$ 3,733.28
If you have questions on this invoice, Please contact Harold Reynoldson Phone 1-800-452-7813 Ext 8-6011	
110.00 Final	

734-1150 (6-81)

W KEH

8924

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
5-13-82				CC 82-11

BILL TO:

Yamhill County
County Courthouse
Fifth & Evans St. Rm 106
McMinnville, OR 97128

CODE

CREDIT DISTRIBUTION

321.00 3,733.28

536-2512-296-00-000- 446.72
536-1080-296-00-000 3,286.56
536-2512-297-00-000 (446.72)
536-1080-297-00-000 (3,286.56)

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on RS-A698(C1), Lafayette Hwy.- Welfoot Road Section.	
County Share of Project Cost (see attached)	24,573.28
Less Advance Deposit	20,840.00
Amount due from Yamhill Co.	3,733.28

If you have questions on this invoice, please contact
Harold Reynoldson Phone 1-800-452-7813
Ext 86011

Ref: Yamhill dn: 002086

Advance Deposit Amount	$ 20,840.00
Advance Deposit Previously Transferred to Highway Fund	$ 15,940.00
Balance	$ 4,900.00
Transfer to Highway Fund	$ 4,900.00
Refund Due	$ 0

AMOUNT DUE $ 3,733.28

SUBMITTED BY
Diane Galida

APPROVED BY

8924

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5-10-82

COUNTY YAMHILL Contract No. 8924 Date Completed _____

PROJECT # RS-A698(1) Section Lafayette Hwy.-Webfoot Road Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
R/W		
Real Estate	(Federal Participation)	$ 12,145.00
Acquisition		6,822.81
		$ 18,967.81
Federal Funds Collected	$16,274.38	
Construction		
Payment to Contractor	(Federal Participation)	$307,065.13
SFO #1 Pavement Stiping	(State)	505.25
Engineering		46,135.56
		$353,705.94
Final Contract Payment Summary (Non Participation)		$ 150.00
Interest on Final Payment		265.39
Construction Engineering		3,814.32
		$ 4,229.71
Federal Funds Collected	$311,897.90	

County Share of Costs:
1/2 ($353,705.94 - $311,897.90 + $3,814.32 + $18,967.81 - $16,274.38) + $415.39 = $24,573.28

County Share of Costs	$24,573.28
County Advance Deposit	20,840.00
AMOUNT DUE STATE	$ 3,733.28

ACCOUNTING: Please send copy of itemized statement with billing also to Phil Stearns, Region 2.

Reference: Billing Form CC 82-11

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Lafayette Hwy.-Webfoot Rd. Section Palmer Creek County Rd. Yamhill County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$37,093.82	State
	Type Code Y070					
	Archeological Salvage	All Required			450.15	
	Type Code ROW					
	Rights of Way					
	Right of Way (State)	All Required			12,145.00	
	Acquisition Expense					
	State	All Required			6,822.81	
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+12 To Sta. 29+31)(Sta. 29+89 To Sta. 44.20)					
	Final Contract Payment Summary	Lump Sum			$217,550.93	
SFO #1	Permanent Pavement Striping (State)	All Required			505.25	
					$218,056.18	
	Type Code X080					
	Structure, Bridge No. 11796A (Sta. 29+31 To Sta. 29+89)					
	Final Contract Payment Summary	Lump Sum			$ 89,514.20	
	Total Participating Construction				$307,570.38	
	Construction Engineering					
	State	All Required			$ 46,135.56	
	Total Participating Cost				$410,217.72	
	Nonparticipating Cost					
	Preliminary Engineering	All Required			873.06	State
	Final Contract Payment Summary	Lump Sum			150.00	
	Interest on Final Payment	All Required			265.39	
	Construction Engineering	All Required			3,785.52	+ 3356
	Total Nonparticipating Cost				$ 5,073.97	4,234.47
	Total Project Cost				$415,291.69	

Prepared based on Participating Costs as shown on Federal Billing as of 1/21/82. Participating Cost are for Right of Way acquisition incorporated in the final project and all costs have been previously certified by the Rights of Way Engineer.

536-1457 536-1080
536-2312

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A698(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 9/28/77 To: 7/5/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 16,967.81	$ 16,967.81	85.00%	$ 16,274.38	$ 16,274.38	$ 0.00
38,417.03	37,543.97	85.00%	32,212.73	32,212.73	0.00
~~367,906.85~~	~~353,706.94~~	~~88.18%~~	~~311,897.90~~	~~311,897.90~~	0.00
~~$410,291.69~~	~~$410,217.72~~		~~$360,385.01~~	~~$360,385.01~~	$ 0.00

	DATE
RECEIVED IN FHWA DIVISION OFFICE	
FHWA REVIEW PERFORMED	
PASSED FOR PAYMENT	Oregon
FORWARDED BY FHWA DIVISION OFFICE	1/15/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	536	2511	412	00	P 1			279.77
	536	2511	413	00	P 1			18.30
	536	2511	414	00	P 1			2,850.95
	536	2511	415	00	P 1			83.30
	536	2511	419	00	P 1			8.20
	536	2511	471	00	P 1			4.16
	536	2511	903	00	P 1			20.78
	536	2511	920	00	P 1			28.71
	536	2511	930	00	P 1			376.33
			TOT		P1			27,338.58
			TOT		N1			111.13
			** JOB TOTALS **			**	**	27,449.71 **
PALMER CR CNTY RD-LAFAYETE HY CONT NO		* FA PROJ NOS RS		698001 100				STATE
	536	2512	296	00	N 9	58.38CR	58.38CR	17,174.38CR
	536	2512	297	00	N 9			900.00
	536	2512	298	00	N 9	58.38	58.38	16,274.38
	536	2512	401	00	P 1			9,205.00
	536	2512	403	00	P 1			1,585.00
	536	2512	405	00	P 1			1,355.00
	536	2512	407	00	P 1			4,173.20
	536	2512	409	00	P 1			16.30
	536	2512	411	00	P 1			62.37
	536	2512	412	00	P 1			570.26
	536	2512	413	00	P 1			23.74
	536	2512	414	00	P 1			1,376.03
	536	2512	415	00	P 1			14.96
	536	2512	913	00	P 1			17.76
	536	2512	920	00	P 1			23.14
	536	2512	930	00	P 1	10.69		540.05
			TOT		P1	10.69		18,967.81
			** JOB TOTALS **			**	10.69 **	18,967.81 **
NELSON PT INTCHG-OLD OR TRAIL CONT NO		* FA PROJ NOS I		407001 100				STATE
	601	2512	296	00	N 9			3,624.16CR
	601	2512	298	00	N 9			3,624.16
	601	2512	401	00	P 1			300.00
	601	2512	404	00	P 1			100.00
	601	2512	407	00	P 1			1,082.92
	601	2512	412	00	P 1			84.71
	601	2512	413	00	P 1			10.00
	601	2512	414	00	P 1			1,044.31
	601	2512	415	00	P 1			55.50
	601	2512	920	00	P 1			59.17
	601	2512	930	00	P 1			592.70
	601	2512	930	00	N 1			9.51
			TOT		P1			3,929.91
			TOT		N1			9.51
			** JOB TOTALS **			**	**	3,939.42 **

LAFAYETTE HWY-WEBFOOT RD — CONT NO * FA PROJ NOS RS 698001 100 — STATE

536	1957	296	00	N	9	4.08	4.08	32,212.73CR
536	1957	298	00	N	9	4.08CR	4.08CR	32,212.73
536	1957	901	00	P	1			14,089.36
536	1957	901	00	N	1			371.97
536	1957	904	00	P	1			450.15

TOTAL TO DATE JOB COST SUMMARY — JANUARY 1982 — PAGE 675

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	536	1957	905	00	P 1			6,004.21
	536	1957	906	00	P 1			2,616.60
	536	1957	909	00	P 1			2,229.92
	536	1957	910	00	P 1			2,501.83
	536	1957	913	00	P 1			347.75
	536	1957	914	00	P 1			3.00
	536	1957	918	00	P 1			1,836.18
	536	1957	920	00	P 1			80.62
	536	1957	921	00	P 1			1,230.58
	536	1957	922	00	P 1			63.91
	536	1957	922	00	N 1			13.59
	536	1957	923	00	P 1			23.18
	536	1957	926	00	P 1	4.76CR	4.76CR	5,994.57
	536	1957	926	00	N 1			487.50
	536	1957	950	00	P 1			72.11
			TOT		P1	4.76CR	4.76CR	37,543.97
			TOT		N1			873.06
			** JOB TOTALS **			4.76CR**	4.76CR**	38,417.03 **

MCMINNVILLE NCL-MP 2 — CONT NO FA PROJ NOS MES 708001 100 — STATE

536	1978	296	00	N	9	394.74CR	7,040.91CR	10,508.87CR
536	1978	298	00	N	9	394.74	7,040.91	10,508.87
536	1978	901	00	P	1		3,475.50	6,973.41
536	1978	905	00	P	1		1,879.39	1,879.39
536	1978	906	00	P	1		122.42	122.42
536	1978	910	00	P	1		586.50	1,088.97
536	1978	911	00	P	1			81.86
536	1978	914	00	P	1		165.35	165.35
536	1978	918	00	P	1		1.80	1.80
536	1978	920	00	P	1		36.31	36.31
536	1978	921	00	P	1		1,286.04	1,286.04
536	1978	922	00	P	1		11.11	11.11
536	1978	923	00	P	1		29.87	29.87
			TOT		P1		7,594.29	11,676.52
			** JOB TOTALS **					

LAFAYETTE HWY-WEBFOOT RD	CONT NO		% FA	PROJ NOS	RS	698001 100				STATE
	536	1957		296	00 N 9		4.08		4.08	32,212.73CR
	536	1957		298	00 N 9		4.08CR		4.08CR	32,212.73
	536	1957		901	00 P 1					14,089.36
	536	1957		901	00 N 1					371.97
	536	1957		904	00 P 1					450.15

TOTAL TO DATE JOB COST SUMMARY — JANUARY 1982 — PAGE 675

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	536	1957	905	00 P 1			6,004.21
	536	1957	906	00 P 1			2,616.60
	536	1957	909	00 P 1			2,229.92
	536	1957	910	00 P 1			2,501.83
	536	1957	913	00 P 1			347.75
	536	1957	914	00 P 1			3.00
	536	1957	918	00 P 1			1,836.18
	536	1957	920	00 P 1			80.62
	536	1957	921	00 P 1			1,230.58
	536	1957	922	00 P 1			63.91
	536	1957	922	00 N 1			13.59
	536	1957	923	00 P 1			23.18
	536	1957	926	00 P 1	4.76CR	4.76CR	5,994.57
	536	1957	926	00 N 1			487.50
	536	1957	950	00 P 1			72.11
			TOT	P1	4.76CR	4.76CR	37,543.97
			TOT	N1			873.06
			** JOB TOTALS **		4.76CR**	4.76CR**	38,417.03 **

MCMINNVILLE NCL-MP 2	CONT NO		FA PROJ NOS	MES 708001 100				STATE
	536	1978	296	00 N 9	394.74CR	7,040.91CR		10,508.87CR
	536	1978	298	00 N 9	394.74	7,040.91		10,508.87
	536	1978	901	00 P 1		3,475.50		6,973.41
	536	1978	905	00 P 1		1,879.39		1,879.39
	536	1978	906	00 P 1		122.42		122.42
	536	1978	910	00 P 1		586.50		1,088.97
	536	1978	911	00 P 1				81.85
	536	1978	914	00 P 1		165.35		165.35
	536	1978	918	00 P 1		1.80		1.80
	536	1978	920	00 P 1		36.31		36.31
	536	1978	921	00 P 1		1,286.04		1,286.04
	536	1978	922	00 P 1		11.11		11.11
	536	1978	923	00 P 1		29.87		29.87
			TOT	P1		7,594.29		11,676.52
			** JOB TOTALS **		**	7,594.29 **		[illegible]

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	534 1094	298 00	N 9			579.48	77	79
	534 1094	900 00	P 1			643.87	77	78
		TOT	P1			643.87		
		** JOB TOTALS **		**	**	643.87 **		
LAFAYETTE HWY-WEBFOOT RD	CONT NO 8924 * FA PROJ NOS RS 698001 100						STATE	
	536 1080	201 00	P 1			065.13	79	81
	536 1080	201 00	N 1			150.00	79	79
	536 1080	206 00	N 1			265.39	80	80
	536 1080	270 01	P 1			505.25	79	80
	536 1080	296 00	N 9	2,662.74	2,366.90CR	326,937.90CR	79	82
	536 1080	297 00	N 9			15,040.00	79	79
	536 1080	298 00	N 9	2,662.74CR	2,366.90	311,897.90	79	82
	536 1080	900 00	P 1	3,343.59CR	3,343.59CR	45,714.80	79	82
	536 1080	900 00	N 1	3,343.59	3,343.59	3,780.76	79	82
	536 1080	920 00	P 1		32.91	176.09	79	81
	536 1080	921 00	P 1			219.80	79	79
	536 1080	945 00	P 1		12.93	24.87	81	81
	536 1080	948 00	N 1	33.56	33.56	33.56	82	82
		TOT	P1	3,343.59CR	3,297.75CR	353,705.94		
		TOT	N1	3,377.15	3,377.15	4,229.71		
		** JOB TOTALS **		33.56 **	79.40 **	357,935.65 **		
DEER CREEK	CONT NO 9098 = FA PROJ NOS RS 696001 100						STATE	
	536 1084	201 00	P 1			484,361.42	80	81
	536 1084	205 02	P 1		647.01CR	647.01CR	81	81
	536 1084	208 00	N 1			17.15CR	81	81
	536 1084	220 02	P 1		2,976.27	5,908.64	81	81
	536 1084	220 03	P 1			561.45	81	81
	536 1084	270 01	P 1			534.51	80	81
	536 1084	296 00	N 9		6,032.62CR	515,799.62CR	80	81
	536 1084	297 00	N 9			26,300.00	81	81
	536 1084	298 00	N 9		6,032.62	489,499.62	80	81
	536 1084	900 00	P 1			63,186.31	80	81
	536 1084	900 00	N 1			786.15	80	81
	536 1084	900 02	P 1			88.94	80	81
	536 1084	920 00	P 1		32.91	167.28	80	81
	536 1084	928 00	N 1		8.40	17.15	81	81
	536 1084	940 00	P 1			71.02	81	81
	536 1084	944 00	P 1			219.02	81	81
	536 1084	945 00	P 1			831.12	81	81
	536 1084	948 00	P 1		13.54	20.33	81	81
	536 1084	960 00	N 1			103.26	80	80
		TOT	P1		2,375.71	555,303.03		
		TOT	N1		8.40	889.41		
		** JOB TOTALS **		**	2,384.11 **	556,192.44 **		

8724

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-140		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
MODIFICATION NUMBER 5	10/21/81	Project Number RS-A698(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 408,245.00	$ 416,753.00
Federal funds	$ 358,351.00	$ 365,849.00
Other revisions		

This modification is made for the following reasons: to include compensation for contractors claim, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 19, 1981

Federal Aid Project
No. RS-A698(1)

Lafayette Hwy.-Webfoot Rd. Section
Palmer Creek County Road
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 38,000.00

Type Code R/W
Right-of-Way

Right-of-Way	All Required	$ 12,145.00
Acquisition Expense	All Required	6,755.00
	TOTAL	$ 18,900.00

Type Code 6201
Roadway (Sta. 0+12 to Sta. 29+31)(Sta. 29+89 to Sta. 44+20)

Subtotal of previous estimate of January 25, 1980	$218,843.90

Additional Items

Compensate Contractors Claim (P.A. #4)	All Required	$ 7,350.00
	SUBTOTAL	226,193.90
	Engineering	31,314.10
	TOTAL	$257,508.00

Type Code X080
Structure, Bridge No. 11796A (Sta. 29+31 to Sta. 29+89)

Total the same as of May 25, 1979	$102,345.00

Length of Roadway --------	0.824 mi.
Length of Structure ------	0.011 mi.
TOTAL	0.835 mi.

Cost of Roadway Per Mile ---------- $312,509.70

SUMMARY OF FUNDS

Description	(Appn Code)	Total Cost	Fed. Funds	State Funds	County Funds
Preliminary Engr.	(85.8)	$ 38,000.00	$ 32,604.00	$ 5,396.00	$ ---
Right-of-Way	(85.8)	18,900.00	16,216.00	1,342.00	1,342.00
Roadway	(88.1)	257,503.00	226,864.00	15,322.00	15,322.00
Structure	(88.1)	102,345.00	90,165.00	6,090.00	6,090.00
TOTAL		$416,753.00	$365,849.00	$28,150.00	$22,754.00

Group 1 100%
Contract No. 8924
Prefix: 536-1957
536-2512
536-1080

7724

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 2-35		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County YAMHILL
MODIFICATION NUMBER 3 4	2-4-80	Project Number RS-A698(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 398,900.00	$ 408,245.00
Federal funds	$ 350,345.00	$ 358,351.00
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14 day of February, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Section
Salem, Oregon January 25, 1980

Federal Aid Project
No. RS-A698(1)

Lafayette Hwy-Webfoot Rd. Section
Palmer Creek County Road
Yamhill County

Revised Project Agreement Estimate

Type Code PE		
Preliminary Engineering	All Required	$ 38,000.00
	Total	$ 38,000.00
Type Code R/W		
Right of Way	All Required	$ 12,145.00
Acquisition Expense	All Required	6,755.00
	Total	$ 18,900.00

Type Code 6201			
Roadway (Sta. 0+12 to Sta. 29+31) (Sta. 29+89 to Sta. 44+20)			
Subtotal of previous estimate of December 10, 1979			$212,943.90
Previous Estimate			
Class "B" Asphaltic Concrete	3,120 ton	20.00	$ 62,400.00
Revised Estimate			
Class "B" Asphaltic Concrete	3,415	20.00	$ 68,300.00
	increase		$ 5,900.00
	subtotal		218,843.90
	Engineering		30,156.10
	Total		$249,000.00

Type Code X080	
Structure, Bridge No. 11796A(Sta. 29+31 to Sta. 29+89)	
Total the same as of May 25, 1979	$102,345.00

Length of Roadway- - - 0.824 mi.
Length of Structure- - 0.011 mi.
Total 0.835 mi.

Cost of Roadway per mile- - - -$ 302,184.46

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	(85.8%)	$ 38,000.00	$ 32,604.00	$ 5,396.00	- - - -
Right of Way	(85.8%)	18,900.00	16,216.00	1,342.00	$ 1,342.00
Roadway	(88.1%)	249,000.00	219,366.00	14,817.00	14,817.00
Structure	(88.1%)	102,345.00	90,165.00	6,090.00	6,090.00
	Total	$408,245.00	$358,351.00	$27,645.00	$22,249.00

Group 1 - 100%
Contract No. 8924
Prefix 536-1957
536-2512
536-1080

9724

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 12-148		County Yamhill
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number RS A698(1)
MODIFICATION NUMBER 3	12-26-79	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 385,054.00	$ 398,900.00
Federal funds	$ 337,922.00	$ 350,345.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, and added quantity under PA #1.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Greep

Form FH-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon, December 10, 1979

Federal Aid Project
No. RS - A698(1)

LAFAYETTE HWY. - WEBFOOT RD. SECTION
PALMER CREEK COUNTY ROAD
YAMHILL COUNTY

Revised Project Agreement Estimate

Type Code PE			
Preliminary Engineering	All Required		$ 38,000.00
		Total	$ 38,000.00
Type Code R/W			
Right of Way	All Required		$ 12,145.00
Acquisition Expense	All Required		6,755.00
		Total	$ 18,900.00
Type Code 6201			
Roadway (Sta. 0+12 to Sta. 29+31) (Sta. 29+89 to Sta. 44+20)			
Subtotal of previous estimate of May 25, 1979			$ 198,950.50
Previous Estimate			
Watering	110 M-Gal.	13.00	$ 1,430.00
Aggregate Shoulders	400 Ton	7.10	2,840.00
Cement for Treated Subgrade	295 Ton	65.00	19,175.00
			$ 23,445.00
Revised Estimate			
Watering	302 M-Gal.	13.00	$ 3,926.00
Aggregate Shoulders	1,100 Ton	7.10	7,810.00
Cement for Treated Subgrade	336 Ton	65.00	21,840.00
P.A #1 Granular Backfill	544 Ton	7.10	3,862.40
			$ 37,438.40
		Increase	$ 13,993.40
		Subtotal	212,943.90
		Engineering	26,711.10
		Total	$ 239,655.00
Type Code X080			
Structure, Bridge No. 11796A (Sta. 29+31 to Sta. 29+89)			
Total the same as of May 25, 1979			$ 102,343.00

Oregon State Highway Division
Salem, Oregon, December 10, 1979

Federal Aid Project
No. RS - A698(1)

Length of Roadway - - - - - - - - - - 0.824 mi.
Length of Structure - - - - - - - - - 0.011 mi.

Total 0.835 mi.
Cost of Roadway Per Mile - - - - - - - - - - - - - - - - - $ 290,843.45

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering (85.8%)	$ 38,000.00	$ 32,604.00	$ 5,396.00	$ - - -
Right of Way (85.8%)	18,900.00	16,216.00	1,342.00	1,342.00
Roadway (88.1%)	239,655.00	211,360.00	14,147.50	14,147.50
Structure (88.1%)	102,345.00	90,165.00	6,090.00	6,090.00
Total	$ 398,900.00	$ 350,345.00	$26,975.50	$21,579.50

Group 1 100%
Contract No. 8924
Prefix 536-1957
536-2512
536-1080

8924

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-54		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
MODIFICATION NUMBER	6-4-79	Project Number RS-A698(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 61,000	$ 385,054
Federal funds	$ 52,330	$ 337,922
Other revisions		

This modification is made for the following reasons: Adding construction phase and revision of costs for Preliminary Engineering and Right of Way

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of June , 19 79 .

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

For: H. S. Coulter

By _____

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-76) Previous editions are obsolete GPO 927 494

G - File

Oregon State Highway Division
Salem, Oregon, May 25, 1979

Federal Aid Project
No. RS-A698(1)

Lafayette Hwy.-Webfoot Rd. Section
Palmer Creek County Road
Yamhill County

Project agreement estimate.

Type Code PE

Preliminary Engineering	All Required	$ 38,000.00

Type Code R/W

Right of Way	All Required	12,145.00
Acquisition Expense	All Required	6,755.00
		$ 18,900.00

Type Code 6201
Roadway (Sta. 0+12 to Sta. 29+31)(Sta. 29+89 to Sta. 44+20)

Mobilization	All Required (73%)		$ 22,630.00
Clearing and Grubbing	All Required		8,000.00
Removal of Structures and Obstructions	All Required		1,100.00
General Excavation	12,825 Cu.Yd.	2.70	34,627.50
Ditch Excavation	75 Cu.Yd.	4.50	337.50
Toe Trench Excavation	75 Cu.Yd.	4.50	337.50
Trench Excavation	140 Cu.Yd.	4.50	630.00
Finishing Roadbed and Slopes	All Required		3,700.00
Watering	110 M-gal.	13.00	1,430.00
Aggregate Shoulders	400 Ton	7.10	2,840.00
Cement Treated Subgrade	17,400 Sq.Yd.	0.80	13,920.00
Cement for Treated Subgrade	295 Ton	65.00	19,175.00
Asphalt in Seal Coat	25 Ton	93.00	2,325.00
Class "B" Asphalt Concrete	3,120 Ton	20.00	62,400.00
12-inch Culvert Pipe	234 Lin.Ft.	9.00	2,106.00
18-inch Culvert Pipe	276 Lin.Ft.	11.00	3,036.00
8-inch Drain Pipe	348 Lin.Ft.	12.00	4,176.00
Fiber Filter	350 Sq.Yd.	1.40	490.00
Gravel in Drains	50 Cu.Yd.	8.70	435.00
Guardrail, Type 2A	500 Lin.Ft.	12.00	6,000.00
Guardrail Anchors, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	200.00	800.00
Extra for Asphalt Approaches	10 Each	100.00	1,000.00
Loose Riprap, Class 50	165 Cu.Yd.	11.00	1,815.00
Delineators	40 Each	16.00	640.00
Roadside Seeding and Mulching	3 Acre	800.00	2,400.00
			$197,950.50

Oregon State Highway Division
Salem, Oregon, May 25, 1979

Federal Aid Project
No. RS-A698(1)

Anticipated Items

Monument Center Line	All Required		$ 1,000.00
	Subtotal		$198,950.50
	Engineering		26,858.50
	Total		$225,809.00

Type Code X080
Structure, Bridge No. 11796A (Sta. 29+31 to Sta. 29+89)

Mobiliztion	All Required (27%)		$ 8,370.00
Shoring, Cribbing, Etc.	All Required		2,500.00
Structure Excavation	60 Cu.Yd.	18.00	1,080.00
Furnish HP 12x53 Steel Piling	1,408 Lin.Ft.	9.00	12,672.00
Drive Steel Piles	16 Each	500.00	8,000.00
Splice Steel Piles	4 Each	200.00	800.00
Structural Concrete, Class 3300 (72 c.y)	All Required		18,400.00
4'x55'/60' Prestressed Slabs	8 Each	3,500.00	28,000.00
Reinforcement (8,000 lb.)	All Required		4,500.00
Metal Rail with Tubing	150 Lin.Ft.	39.00	5,850.00
	Subtotal		$ 90,172.00
	Engineering		12,173.00
	Total		$102,345.00

Length of Roadway - - - - - - - -	0.824 Mi.
Length of Structure - - - - - - -	0.011 Mi.
Total	0.835 Mi.
Cost of Roadway Per Mile- - - -	$274,040.04

Summary of Funds

Description		Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	(85.8%)	$ 38,000	$ 32,604	$ 5,396	$ - -
Right of Way	(85.8%)	18,900	16,216	1,342	1,342
Roadway	(88.1%)	225,809	198,937	13,436	13,436
Structure	(88.1%)	102,345	90,165	6,090	6,090
Total		$385,054	$337,922	$ 26,264	$ 20,868

Group 1 - 100%
Contract No. 8924
Prefix 536-1957
Prefix 536-2512
Prefix 536-1080

Oregon State Highway Division
Salem, Oregon, May 25, 1979

Federal Aid Project
No. RS-A698(1)

Lafayette Hwy.-Webfoot Rd.
Nonparticipating-State Work

Setting Mailbox Posts	2 Each	150.00	$300.00
Furnishing Mailbox Posts	All Required		30.00

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-75		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
MODIFICATION NUMBER 1	11-8-76	Project Number RS-A698(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 19 78 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 26,500.00	$ 61,000.00
Federal funds	$ 22,730.00	$ 52,330.00
Other revisions		

This modification is made for the following reasons:

To include acquisition of R/W costs, and increased costs in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of November, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

For H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

FORM FH-33
(Rev. 10-75)

Previous editions are obsolete

GPO 827 494

File

Oregon State Highway Division
Salem, Oregon October 24, 1978

Federal Aid Project
No. RS-A698(1)

Lafayette Hwy.-Webfoot Road Section
County Road in Yamhill County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering — All Required $45,000.00
Total $45,000.00

Type Code R.O.W.
Rights of Way (Sta. 0+00 to Sta. 44+00)
Right of Way — All Required $16,000.00
Total $16,000.00

Length of Project . . . 0.9 Miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 45,000.00	$ 38,610.00	$ 6,390.00	$ —
Right of Way	16,000.00	13,720.00	1,140.00	1,140.00
Retain in Program Grade, Pave, Struc. (Contract)	160,000.00	137,280.00	11,360.00	11,360.00
Total	$221,000.00	$189,610.00	$18,890.00	$12,500.00

Group 1 - 100%
Prefix: 536-1957 P.E.

8924

MAIL COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-155	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-19-78	State Oregon County Yamhill Project No. RS-A698(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2 mi. South of Dayton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-28-77	0.9
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,500	$ 22,730

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Manager
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 15 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 12, 1978

Federal Aid Project
No. RS-A698(1)

Lafayette Hwy.-Webfoot Road Section
County Road In Yamhill County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$26,500.00
	Total	$26,500.00

Length of Project . . . . . 0.9 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 26,500.00	$ 22,730.00	$ 3,770.00	$ -
Retain In Program				
R/W	$ 5,000.00	$ 4,290.00	$ 355.00	$ 355.00
Grade, Pave, Str.,(Contract)	$160,000.00	$137,280.00	$11,360.00	$11,360.00
TOTAL	$191,500.00	$164,300.00	$15,485.00	$11,715.00

Group 1 - 100%
Prefix 536-1957 P.E.

#8924 7-15-81 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8924

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-A698(1)	Yamhill	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved construction of roadbed grading, cement treated subgrade and asphalt concrete pavement, and construction of Bridge No. 11796A over the West Fork of Palmer Creek. The bridge is 58 feet long and 31.5 feet wide.

Work was completed October 23, 1979 on the Lafayette Highway-Webfoot Road Section of Palmer Creek Road approximately 4 miles east of McMinnville.

RECEIVED
STATE HWY ENGR
JUL 16 81
REFER TO
Travers
FOR

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Rosa Bros. Construction, Inc.	$ 288,422.50

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) [signature] 7/7

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	.824		X080	.011

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
William H. Keegan	10-26-79

12. IN COMPANY WITH
W. Mueller, C. Williams, G. Wimer, R. Clay, G. Gillie, I. May & C. Armstrong

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE [signature]		16. SIGNATURE [signature]	
14. TITLE Area Engineer	15. DATE 7/15/81	17. TITLE Field Operations Engineer	18. DATE 7/15/81

FORM FR-21C
(Rev. 7-72) Previous editions of this form are obsolete

8924

DATE: September 4, 1980

CON 5

TO: OREGON TRANSPORTATION COMMISSION

FROM: W. S. COULTER
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
LaFayette Highway - Webfoot Road
Yamhill County
Contract No. 8924

It is anticipated that the authorization for this federal-aid project will be exceeded by approximately $30,000 or 9.1 percent.

Soft subgrade was encounted which was strengthened with granular backfill at a cost of $3,865. Surfacing bid items were also overrun by $16,472 to provide a stronger paved surface.

The grade line was adjusted after work had begun to better balance the earthwork quantities. Additional engineering was required to compute new grade lines and restake the project. Additional engineering was also required in repairing the soft subgrade and placing the backfill to grade. Engineering for the project is expected to exceed that originally anticipated by approximately $23,000.

It is recommended that the authorization for this project be increased by $30,000 to a new total of $358,528.59. This matter will be on the consent calendar for your September 16 meeting.

WR:mk/lb

bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
C. O. Fredrickson
George Bell
V. E. Skoog

8924

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #8924

DATE: September 3, 1980

TO: H. S. Coulter
State Highway Engineer

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Lafayette Highway-Webfoot Road
Yamhill County
Contract No. 8924

The above contract work has been completed and the contract accepted on March 11, 1980. Negotiations are still underway to settle a contractor claim. It is anticipated the claim will be settled for just under $7,000.

Soft subgrade was encountered on the project which had to be dug out and backfilled at a cost of $3,865. Also, surfacing items were overrun by $16,472 to increase the pavement strength.

The grade line was adjusted after the work had begun so as to better balance the earthwork quantities. This caused a subcontract to perform additional work and hence the above mentioned claim.

Project engineering will exceed that anticipated by approximately $23,000 ($1,000 for center line monumentation had been anticipated in addition to the $26,050.73 regular engineering). Changing the grade line required recomputing the grades and restaking the job. The survey crew also put in long hours while the subgrade was being cement treated so that grades could be provided to the contractor. Contractor inefficiency during the cement treating and grading work contributed to the additional engineering required.

The engineering will exceed the amount allowed for federal participation by approximately $4,000. Approximately $500 of the contractor's claim will also be nonparticipating as it was a result of an engineering error. All other charges on this RS project will be federally participating.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: C. O. Fredrickson
Warren Mueller
Robert Church

Form E-273 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project LAFAYETTE HWY.-WEBFOOT RD. Date 5/21/80

Highway COUNTY RD. (PALMER CR. RD.) Contract No. 8924

County YAMHILL Kind of Work GRADING & PAVING Contractor ROSS BROS. CONST., INC.

	Authorized	Estimated
Contract Amount	$ 288,422.50	$ 296,882.73
Anticipated Items	1,030.00	0.00
Contingency (4½%)	13,025.36	11,645.86 ~~-13,369.28~~
Engineering	26,050.73	50,000.00
Credits		~~-883.20~~
PROJECT COST	$ 328,528.59	$ 358,528.59 ~~359,368.81~~
	NET INCREASE $	30,000.00 ~~30,840.22~~ WR OR 9.1 ~~9.39~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. # 4. GENERAL EXCAVATION	30,984.12	-3,643.34
(C) B.I. # 10, AGGREGATE SHOULDERS	7,924.59	+5,084.59
(C) B.I. # 9, WATERING	3,931.20	+2,501.20
(C) B.I. # 11, CEMENT TREATED SUBGRADE	14,239.20	+ 319.20
(C) B.I. # 12. CEMENT FOR TREATED SUBGRADE	21,840.00	+2,665.00
(C) B.I. # 14. CLASS "B" ASPHALT CONCRETE	68,301.80	+5,901.80
(U) GRANULAR BACKFILL	3,865.60	+3,865.60
(U) ANTICIPATED CLAIM	9,000.00	+9,000.00
(U) PRICE REDUCTION (NON-SPEC A.C. MIX)	- 883.20	- 883.20
(U) PERMMANENT PAVEMENT STRIPING	503.68	+ 503.68
(C) ENGINEERING	50,000.00	+23,949.27

Principal reasons for overruns (Continue on reverse side): Explainations on reverse side.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Wayne L Mullen
Resident Engineer

Noted by E. B. Jackman
~~Bridge~~ Construction Engineer

Confirmed by _____
Regional Engineer

Noted by _____
~~Deputy~~ or State Highway Engineer

9-2-80 Date

RP-08727-784

The additional Aggregate Shoulder material was used to strengthen areas where embankment was not sufficient to stabilize the soft foundation. Granular Backfill was used in conjuction with Fiber Filter Blanket to stablize swampy area. The Class "B" Asphalt Concrete was inadvertantly overran 8.6%. The anticipated claim is based on the lowering of the subgrade to offset a shortage of material.

8924

May 5, 1980

CON 5
#8924

Luebke & Wallingford
Attorneys At Law
8601 S. W. Terwilliger Blvd.
Portland, OR 97219

Attention: James Luebke

RE: Our Contract No. 8924

Dear Mr. Luebke:

This is in reply to your letter of April 18, 1980, on behalf of your client, Bonco Construction Inc., and their relationship with Rose Brothers Construction Inc.

You may file a claim against the contractor. The claim details are outlined in ORS 279.526 of which a copy is attached. A letter and the Notice of Claim should be sent to this office (121 Transportation Building, Salem, OR 97310). We in turn will file it with the Secretary of State and notify the prime contractor and the surety.

Sincerely,

Robert W. Gorman
CONSULTING SERVICES

bc: Jack Sollis

C. T. Keasey - Attention Warren Mueller

JAMES A. LUEBKE
ROGER D. WALLINGFORD
PATRICK A. BUTLER
CHARLES H. COMBS

LUEBKE & WALLINGFORD
ATTORNEYS AT LAW
BURLINGAME LAWYER'S BUILDING
8601 S.W. TERWILLIGER BLVD.
PORTLAND, OREGON 97219

TELEPHONE
(503) 245-1186

April 18, 1980

Oregon State Highway Department
State Highway Division
State Highway Building
Salem, Oregon

RE: Lafayette Hwy. - Webfoot Rd. OSHD Contract No. 8924

Dear Sirs:

Please be advised I represent the interest of Danco Construction Inc., Woodburn, Oregon, a sub-contractor on the above contract.

Additional and extra work was performed over and above the contract as a result of original engineering errors. It was agreed that the additional work was to be done on a cost plus basis, and the total now stands at $8,000.00. In addition Danco Inc., has not received $1194.72 residual remaining on the original contract balance. Payment of this contract balance is not to be construed to be a release or satisfaction of the amount due for extra work performed on cost-plus.

Your immediate attention to satisfaction and payment of these amounts will be anticipated.

Very truly yours,

LUEBKE & WALLINGFORD

James A. Luebke
JAL/jdc
cc. Danco Inc.
Ross Bros Construction, Inc.

Kenney — Richards
Jackmond — Berg
Hopkins — Inlocs
Williams — Widmer
Johnsen — Gebauer
Glen — Church

RECEIVED
APR 23 1980
CONSTRUCTION
BRANCH

RECEIVED
STATE HWY ENGR
APR 22 '80
REFER TO
FOR
Info | Invest | R/W | D.E. | Str. | Act | File
Gunnesen

8924

536-1080

L.

OREGON STATE HIGHWAY DIVISION

P.O. BOX 14030
SALEM, OREGON 97310

APRIL 29, 1980

VICTOR ATIYEH
GOVERNOR

P. S. KLASOS
Administrator and
State Highway Engineer

NOTED
H. S. COULTER

REGION 2 ENGINEER
RECEIVED
APR 29 1980
RLE RE RCE RME RTE ROE ULE GEO RSO ENV RPE

LUEBKE & WALLINGFORD
ATTORNEYS AT LAW
8601 S.W. TERWILLIGER BLVD.
PORTLAND, OREGON 97219

Attn: James A. Luebke

LAFAYETTE HWY.-WEBFOOT RD.
COUNTY RD. (PALMER CR. RD.)
YAMHILL COUNTY
CONTRACT # 8924

Your letter of April 18. 1980 with reference to Lafayette Hwy.-Webfoot Rd. Section; OSHD Contract # 8924, was received and forwarded to the Secretary of the Transportation Commission. your claim is on file.

As we discussed previously, your client is a subcontractor for Ross Bros. and all payments by the Highway Division are made through them.

The claim for additional compensation by Danco was processed and sent to Ross Bros. on November 5, 1979 for approval, it has not been returned to this office. We cannot make any payments on this claim until Ross Bros. Construction, Inc. agrees to the amount of the claim.

Yours very truly,

Warren E. Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

RECEIVED
STATE HWY ENGR
MAY 1 - '80
REFER TO
FOR
Info Invest R/D D/R Sign Act File

WEM/dg
cc: Region II
[redacted]
Bryant Jackmond
Bob Garrison

8924

L.

4 - 3 - 80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Road & Driveway Co. No. 9009	SE 8th St.-SW Naterlin Dr.(Newport) Lincoln County	March 11, 1980
Tice Electric, Inc. No. 8857	SE Bybee Blvd. @ SE 23rd Ave. Multnomah County	March 11, 1980
Ross Bros. Const., Inc. No. 8924	Lafayette Hwy.-Webfoot Rd. Yamhill County	March 12, 1980
S.D. Spencer & Sons No. 8341	Garden Valley Blvd. Intchge. Douglas County	March 14, 1980
J.C. Compton Co. No. 8936	Odell Lake-Camp Makualla Rd. Klamath County	March 20, 1980
Hamilton Elect.,Inc. No. 8912	The Dalles/Calif. Hwy. @ Nels Anderson Pl. (Bend) Deschutes County	March 24, 1980
Holst Const. Co. No. 8870	Camp Creek (E.W.E.B. Canal) Bridge Lane County	March 24, 1980
Humphrey Const.,Inc. No. 8695	E. Burnside St. U'Xing Multnomah County	March 27, 1980
R. A. Hatch Co. No. 8764	S. 6th St.-E. Side Bypass (Klamath Falls) Klamath County	March 31, 1980
Douglas S.Coats Const. No. 8867	Willow Creek Bridge Gilliam County	March 31, 1980

April 3, 1980

C. T. Keasey
Asst. State Highway Engineer

8924

March 17, 1980

Safeco Insurance Co.
1500 S. W. 1st Avenue
Portland, OR 97201

CON 5
#8924

Gentlemen:

Contract No. 8924 awarded to Ross Bros. Construction, Inc., for work on the Lafayette Highway-Webfoot Road Section of FAS A698 in Yamhill County was completed on October 23, 1979, and accepted by the State Highway Division on March 12, 1980.

Final payment in the amount of $15,022.16 will be released to the contractor after March 24, 1980. The total contract amount is $299,865.13 and no work was performed under force account.

You have been previously notified of two claims filed against the performance bond on this contract, which one has been paid.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

fm

cc Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
C. O. Fredricksen

8924 12-27-77

LAFAYETTE HWY. - WEBFOOT ROAD
COUNTY RD. (PALMER CR, RD.)
YAMHILL COUNTY CONTRACT # 8924
PROJECT NARRATIVE

The preconstruction conference was held on Friday May 11, 1979.

Clearing operations on the project began on May 22, 1979. During the clearing operations it was discovered that there was a small marshy area where the fill on the east end of the bridge was to be built. It was the opinion of the Geology Dept. that a 2 ft. rock blanket should be placed over the area. This work was done on June 8, 1979, and allowed the construction of the fill to proceed with no additional problems being encountered in this area.

The remainder of the grading work went along at a rather slow and sometimes seemingly very unorganized pace.

A soft area in the subgrade from sta. 31- to 35- was dried for about 1 week, when the contractor tried to compact the area it immediatly regained its moisture. This area was core drilled and found to have free water within a few feet of subgrade. The Base Design Section revised the base design for this area to include placing 4" of rock and an extra 2% of cement to be mixed in as part of the 9" cement treated subgrade. The grading of the roadbed except for the area adjacent to the bridge was completed on July 25, 1979

The cement treating of the subgrade was started on August 16, 1979, and except for the area adjacent to the bridge was completed on August 23, 1979. Some problems were encountered in trying to get the required compaction after cement treating the soil. It is felt that this problem could have been caused by the fact that to get the 9" depth required by the plans the cement treated soil fluffed up to about a 15" depth, which made compaction difficult. Another possible problem was the method used for determining the 100% relative maximum density was the same procedure used for C.T.B., which seemed to produce exceptionally high maximum density.

The paving on the project went well and no problems were encountered in completing this work.

The bridge was started on July 11, 1979; and completed on Sept. 14, 1979.

The construction of the bridge was rather slow at times, but went well and no problems were encountered in its construction.

The traffic control on this project was taken care of by the County.

WARREN E. MUELLER
RESIDENT ENGINEER

RC/dr

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Lafayette Hwy. - Webfoot Rd.
HIGHWAY: FAS A698 (Palmer Cr. Rd.)
COUNTY: Yamhill

CONTRACT #: 8924
PREFIX #: 536-1080
F.A.P. #: RS A698(1)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$288,422.50	$295,969.11	+ 2.6
Anticipated Items	1,030.00	00.00	- 100.0
Contingencies	13,025.36	4,365.94	- 66.5
Engineering	26,050.73	42,437.11	+ 62.9
Liquidated Damages	00.00	- 1,400.00	
Total	$328,528.59	$341,372.16	+ 3.9

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
4.	GENERAL EXCAVATION	12,825 cu.yd.	11,429.6 cu.yd.	- 10.8
	The amount of excavation required to remove the road bed was only 660 cu.yd. rather than the 2,200 cu.yd. shown.			
10.	AGGREGATE SHOULDERS	400 tons	1,116.14 ton	+ 179.0
	A soft area was found which could not be dried out, this area had 4" of rock placed on it, with a higher cement content and extra A.C. placed over it.			
12.	CEMENT FOR TREATED SUBGRADE	295 ton	336 ton	+ 13.9
	See Item # 10			
14.	CLASS "B" A.C.	3,120 ton	3,415.09 ton	+ 9.5
	See Item # 10			
18.	FIBER FILTER	350 sq.yd.	357.7 sq.yd.	+ 59.3
	See P.A. # 1			

WARREN E. MUELLER
RESIDENT ENGINEER

REFERRED TO

Board V Staudenmeyer

Cole Semple

Brilson Watson

Hager Dorn Lau

Return Discuss (Do) File Copy Due

BY FINAL DESIGN ENGINEER

Send letter & acknowledgement

Don

1 Versicog

Copy Copy

Olson

Sullivan

Terpin

Trost

Wakerlig

RECEIVED

DEC 27 1979

ROAD DESIGN SECTION

Do Not

Return To

Bring

Action

#8924

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Vic Atiyeh

CON 5 #8924

December 26, 1979

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

Re: Time Extension Request
Lafayette Hwy.-Webfoot Rd.
Contract No. 8924
FAP No. RS-A698(1)

In response to your request, and after careful review, a time extension of 14 calendar days is granted on the above project. The additional time is granted due to the extra work performed under Price Agreement No. 1.

This will eliminate all liquidated damages under this contract.

Sincerely,

H. S. Coulter

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
FHWA
Robert Church

RECEIVED
STATE HWY ENGR
DEC 27 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-784-5123 (Rev. 7-77)

STATE OF OREGON

Highway Construction DEPT. 378-6318 TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8924

DATE: December 26, 1979

TO: Memo to File

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Lafayette Hwy.-Webfoot Rd.
FAP No. RS-A698(1)
Contract No. 8924

Ross Bros. Construction, Inc., has requested a 36 calendar day time extension on the above project due to extra work, utility delays and engineering errors. Significant contract times and dates are:

Contract awarded	May 11, 1979
Work started	May 16, 1979
Calendar day count started	May 23, 1979
Time specified	140 calendar days
Time used	154 calendar days

The contractor requests 14 calendar days due to delays associated with the placing of a subgrade rock blanket under Price Agreement No. 1. This appears to be a valid request. As can be seen above, the contract work started one week before time count on the project began. There was no significant work done on the project until June 7 at which time the work under Price Agreement No. 1 was started. This work required two days to accomplish. The results appear to have been a delay of 17 calendar days. The 14 calendar days requested therefore appear justified and should be granted.

Delays claimed as a result of utility (telephone) adjustments and engineering errors are not sufficiently documented to permit an accurate evaluation. These claimed delays did not stop the work and any delay would be in the loss of efficiency. Delay of this type is difficult to ascertain from the project records. In any case, it is a moot point since the 14 days that should be granted for extra work are sufficient to eliminate all liquidated damages.

OBJ:fr

cc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
FHWA
Region 2 Utility Engr.

5402 8924

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 4 - 1979
NORMA PAULUS
SECRETARY OF STATE

December 3, 1979

IN REPLY REFER TO
FILE NO.:
CON 5
#8924

Mr. Paul A. Daniels, President
DANCO Construction, Inc.
P. O. Box 184
Woodburn, OR 97071

RECEIVED
DEC 4 - 1979
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Daniels:

This will acknowledge receipt of your letter of November 21, 1979, informing us that Ross Bros. Construction, Inc. owes you for labor and material in the amount of $8,487.54.

Your letter states this claim is in connection with the Ross Bros. Construction, Inc. Contract No. 8924, Lafayette Highway-Webfoot Road Section in Yamhill County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr

cc: Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

KL & K Associates, Inc.
500 N.E. Multnomah, Suite 1262
Portland, OR 97232

NOTED ON CARD
12-24-79 kr

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

54024924

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 4 - 1979
NORMA PAULUS
SECRETARY OF STATE

December 3, 1979

IN REPLY REFER TO
FILE NO.:
CON 5
#8924

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DANCO Construction, Inc.
P. O. Box 184
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DEC 4 - 1979
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Please advise this office when this claim has been satisfied.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr
cc: Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

KL & K Associates, Inc.
500 N.E. Multnomah, Suite 1262
Portland, OR 97232

NOTED ON CWH
12-24-79 kr

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

DANCO CONSTRUCTION, INC.

November 21, 1979

Cecil W. Head
Oregon State Department of Transportation
Room 121 Transportation Building
Salem, Oregon 97310

Re: Oregon State Highway Division Lafayette Hwy. - Webfoot Rd., FAS A 698 (Palmer Creek Rd.) OSHD Contract No. 8924

Notice hereby is given that the undersigned, DANCO Construction, Inc. , P. O. Box 184, Woodburn, Oregon, 97071, has a claim for labor and material performed and furnished in the sum of eight thousand, four hundred eighty-seven dollars and fifty-four cents ($8,487.54) against the bond taken from Ross Bros. Construction, Inc., 3501 Brooklake Rd., N., Salem, Oregon, 97303. Bonding was provided by Safeco Insurance Company of America, 1500 S.W. First Ave., Portland, Oregon 97201.

Paul A. Daniels, President
DANCO Construction, Inc.

RECEIVED

NOTED
C. W. HEAD

P.O. BOX 184 333A NORTH PACIFIC HIGHWAY, WOODBURN, OREGON, 97071 (503) 981-4686

8924

December 3, 1979

Robert H. Morris, Vice President
Rowell & Wickersham Contractors, Inc.
P. O. Box 472
McMinnville, OR 97128

COM 5
#8924

Dear Mr. Morris:

Thank you for your letter of November 29, 1979, informing us that you have been paid in full on November 15, by Bunge Paving Company.

Our records indicate this is in connection with the Ross Bros. Construction, Inc. Contract No. 8924, Lafayette Highway-Webfoot Road Section in Yamhill County. This information is being noted in our records and we will advise the prime contractor and the Safeco Insurance Company of America.

Sincerely,

C. W. Read
COMMISSION SERVICES

LWH:kkr
cc: Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

KL & K Associates, Inc.
500 N.E. Multnomah, Suite 1262
Portland, OR 97232

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

NOTED ON
12-3-79 kr

ASPHALT PAVING · EXCAVATING · SURFACING · GRADING

ROWELL & WICKERSHAM CONTRACTORS

MASONIC BUILDING
PHONE 472-5366

P. O. BOX 472
McMINNVILLE, OREGON

November 29, 1979

Dept. of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Att: Cecil Head

Subject:
Contract No. 8924

Dear Sir:

This is to inform you Rowell & Wickersham Contractors, Inc. has been paid in full, on Contract # 8924.

The account was paid November 15, 1979, by Benge Paving Company.

Thank you for your assistance,

Sincerely,
Robert H. Morris
Robert H. Morris, Vice President
Rowell & Wickersham Contractors, Inc.

RECEIVED
NOV 30 1979
COMMERCIAL SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8924-5396

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 1 1979
NORMA PAULUS
SECRETARY OF STATE

November 1, 1979

IN REPLY REFER TO
FILE NO.:
CON 5
8924

Rowell & Wickersham Contractors, Inc.
P. O. Box 472
McMinnville, OR 97128

FILED
NOV 1 1979
NORMA PAULUS
SECRETARY OF STATE

Attention: Robert H. Morris
Vice President

Gentlemen:

This will acknowledge receipt of your claim letter of October 26, 1979, advising us that Benge Paving Co., subcontractor to Ross Bros. Construction, Inc., owes you for asphaltic concrete in the amount of $52,250.88.

This appears to be in reference to the Ross Bros. Construction, Inc. Contract No. 8924, Lafayette Highway-Webfoot Road Section in Yamhill County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim and we are forwarding it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Sincerely,

NOTED ON CARD
11-7-79 kkr

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Rd., North
Salem, OR 97303

RECEIVED
NOV 2 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ASPHALT PAVING · EXCAVATING · SURFACING · GRADING

ROWELL & WICKERSHAM CONTRACTORS

MASONIC BUILDING
PHONE 472-5366

P. O. BOX 472
McMINNVILLE, OREGON

October 26, 1979

Dept. of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Att: Cecil Head

Subject:
Contract No. 8924

Grading, paving and structural-Lafayette Highway, Webfoot Road Section
F.A.S. No. A698-Palmer Creek Road Yamhill County, Oregon

Name of Surety Safeco Insurance Company of America

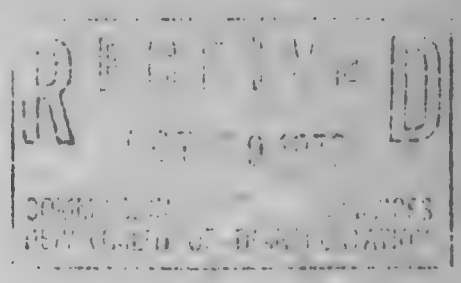
Contractor for above job-Ross Bros. Construction Company.

Sub-Contractor for Ross Brothers, Benge Paving Co. of Eugene, Oregon

Asphaltic material supplied by Rowell & Wickersham Contractors, Inc., of McMinnville, Oregon.

As of October 26, 1979, Rowell and Wickersham Contractors, Inc. has not been paid for asphaltic concrete supplied for the above Contract No. 8924, in the amount of $52,250.88. We would like to have your assistance in collecting this amount of money from Benge Paving Company, P.O. Box 7065, Eugene, Oregon 97401. Your help will be appreciated.

Sincerely,
Rowell and Wickersham Contractors, Inc.
By:
Robert H. Morris V.P.
Robert H. Morris Vice President



124

FORM 81.725-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LAFAYETTE HWY.-WEBFOOT RD.

WEEK ENDING: 10/27/79

SECTION PREFIX: 536-1080

HIGHWAY: FAS A698(PALMER CR. RD.)

COUNTY: YAMHILL

NAME OF JOB: LAFAYETTE HWY. - WEBFOOT ROAD

KIND OF WORK: GRADING, PAVING, STRUCTURE

CONTRACTOR: ROSS BROS. CONSTRUCTION, INC.

CONTRACT NUMBER: 8924

FEDERAL AID PROJECT NUMBER: RS A698(1)

DATE OF CONTRACT: 5/11/79

DATE WORK STARTED: 5/16/79

ESTIMATED COMPLETION DATE: 10/9/79

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 140

WORK DAYS USED:

CALENDAR DAYS USED: 154

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 110

PROJECT AUTHORIZATION: $ 328,528.59

EXCLUSIVE OF ENGINEERING: $ 302,477.86

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 302,477.86

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

ENGINEERING AUTHORIZATION: $ 26,050.73

ENGINEERING COST TO DATE: $ 35,000.00

PERCENT OF AUTHORIZATION: 134 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: October 23, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	----------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.83	.83	----------	----------	.83
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.83	.83			.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,825 cy	17400 sy			3120 ton
TOTAL QUANTITIES CORRECTED TO DATE	11100	17800			3415
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11100	17800			3415
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Cloudy	152		
MONDAY 22	Cloudy-Rain	153		
TUESDAY 23	Cloudy-Rain	154		Project Complete
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 30 1979
CONSTRUCTION BRANCH

Keesey, Richards, Jechmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Reisauer, Olson, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	SEEDING AND MULCHING
TUESDAY	FINISHED SEEDING AND MULCHING JOB COMPLETE
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

JOB COMPLETE - LAST REPORT

RECEIVED
OCT 30 1979

SIGNED Warren E. Mueller LOCATION

WARREN E. MUELLER, RES. ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

YAMHILL COUNTY
Oregon

8924

BOARD OF COMMISSIONERS

July 27, 1978

REGION 2 ENGINEER
RECEIVED
AUG 1 1978

Mr. Phillip O. Stearns
Region II Federal Aid Specialists
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

This letter is in response to your letter of May 24, 1978 on the priority of Yamhill County's Federal Aid Secondary projects.

The Board of Commissioners after reviewing the projects with the County Road Department requests that the projects be placed in the following priority:

Application	Per Stearns Prs Est		Pres Schedule
220,000	380,000	1. Palmer Creek, Market Road #33	June 1979
160,000	410,000	2. Gopher Valley, Market Road #3	June 1979
200,000	858,000	3. Willamina Creek, Market Road #10	FIQ 1980
580,000	1,648,000		

The Board feels that because of the higher cost of the Willamina Creek project, we must choose the other two as higher priorities. We prefer to limit our borrowing of funds from future years as much as possible. Thank you for your explanation of funding.

Respectfully,

cc Phil Stearns - FYI
cc Hal Forsberg
Frank Turpin

John P. Macaulay
John P. Macaulay, Chairman

Colin Armstrong
Colin Armstrong, Commissioner

Ted Lopuszynski
Ted Lopuszynski, Commissioner

cc D.E. Swan — Even with advancement of funds there are insufficient for Willamina Cr (Hillcrest Rd - Tindall Cr Rd) 5.0.1956
cc: Yamhill County Road Dept.
Please set it back to FIQ 1982

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

cc's Sent 8/9/78 DHO

8924

April 27, 1979

Yamhill County
Board of Commissioners
Courthouse
McMinnville, Oregon 97128

Attn: Mr. William A. Gille
Office Engineer

Gentlemen:

On April 26, 1979 a satisfactory bid was received from Ross Bros. Construction Co., Inc., 3501 Brooklake Road N., Salem, Oregon 97303 for Lafayette Hwy.-Hebfoot Road Section, on Palmer Creek Road, FAS-A692.

The County's advance deposit based upon the contractor's bid is as follows:

Bid Items	$288,422.50
Mail Box Posts	30.00
Monument Center Line	1,000.00
4½% Contingencies	13,025.36
9% Engineering	26,050.73
ESTIMATED TOTAL COST	$328,528.59

County's Advance Deposit:
6% of $328,528.59 = $19,711.72 and rounded $19,700.00

Please make your check in the amount of $19,700.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 494, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 18, 1979.

Very truly yours,

Gerald Wimer
Local Government Engineer

HR:pf

bcc w/AD # 627: Vern Skoog - Please return completed AD # 627 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

27,105 Rec'd 5/1/79 Informed Steve & Phil

N H
M R

				536	1956	900	00 P 1		184.28CR	37,779.69
						TOT	P1		92.38	483.58
						TOT	N1			
						** JOB TOTALS **		**	91.91CR**	38,263.27 **

LAFAYETTE HWY-WEBFOOT RD CONT NO FA PROJ NOS RS 698001 100 00 STATE

536	1957	296	00 N 9	584.64CR	11,562.99CR	30,330.17CR		
536	1957	298	00 N 9	580.54	11,652.99	30,330.17		
536	1957	901	00 P 1		677.23	14,036.76		
536	1957	901	00 N 1			371.97		
536	1957	905	00 P 1	587.90	4,858.00	5,696.81		
536	1957	906	00 P 1	28.80	2,611.20	2,616.60		
536	1957	909	00 P 1		92.64	2,229.92		
536	1957	910	00 P 1		132.09	2,501.83		
536	1957	913	00 P 1			347.75		
536	1957	914	00 P 1	3.00	3.00	3.00		
536	1957	918	00 P 1		1,804.28	1,836.18		
536	1957	920	00 P 1		12.14	12.14		
536	1957	921	00 P 1	662.84	1,039.48	1,039.48		

state cost

TOTAL TO DATE JOB COST SUMMARY MARCH 1979 PAGE 774

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
536	1957	922	00 P 1	7.13	46.83	46.83
536	1957	922	00 N 1		13.59	13.59
536	1957	926	00 P 1		2,268.82	6,994.57
536	1957	926	00 N 1			487.50
536	1957	950	00 P 1			42.11
		TOT	P1	1,287.67	13,544.81	38,432.08
		TOT	N1		13.59	873.06
		** JOB TOTALS **		1,287.67 **	13,558.40 **	37,305.14 **

N POWDER-BAKER CONT NO & FA PROJ NOS I 807803 100 00 STATE

601	1903	205	00 N 1			8.92		
601	1903	205	00 N 9			89.15		
601	1903	205	00 0			89.15CR		
601	1903	296	00 N 9		24,721.88CR	44,111.62CR		
601	1903	296	00 0			511,009.56CR		
601	1903	298	00 N 9		24,721.88	44,111.52		
601	1903	298	00 0			511,009.56		
601	1903	901	00 P 0			104,088.91		
601	1903	901	00 P 1			2,014.59		
601	1903	901	00 N 1		34.84	384.18		
601	1903	901	00 0			122,544.14		
601	1903	903	00 P 0			3.06		

			536	1958	900	00 P 1				
					TOT	P1			184.29CR	37,779.69
					TOT	N1			92.38	483.58
					** JOB TOTALS **			**	91.91CR**	38,263.27 **

LAFAYETTE HWY-WESTFOOT RD CONT NO FA PROJ NOS RS 698001 100 OO STATE

	536	1957	296	00	N 9	584.64CR	11,552.99CR	30,330.17CR	
	536	1957	298	00	N 9	584.64	11,552.99	30,330.17	
	536	1957	901	00	P 1		677.23	14,035.76	
	536	1957	901	00	N 1			471.97	
	536	1957	905	00	P 1	587.90	4,858.00	5,696.81	
	536	1957	906	00	P 1	28.80	2,611.20	2,616.60	
	536	1957	909	00	P 1		92.64	2,229.92	
	536	1957	910	00	P 1		132.09	2,501.83	
	536	1957	913	00	P 1			347.75	
	536	1957	914	00	P 1	3.00	3.00	3.00	
	536	1957	918	00	P 1		1,804.28	1,836.18	
	536	1957	920	00	P 1		12.14	12.14	
	536	1957	921	00	P 1	662.84	1,039.48	1,039.48	

State Cost

TOTAL TO DATE JOB COST SUMMARY — MARCH 1979 — PAGE 774

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	536	1957	922	00	P 1	7.13	46.93	46.93
	536	1957	922	00	N 1		13.59	13.59
	536	1957	926	00	P 1		2,268.82	5,994.57
	536	1957	926	00	N 1			487.50
	536	1957	950	00	P 1			42.11
			TOT		P1	1,287.67	13,544.81	36,432.08
			TOT		N1		13.59	873.06
			** JOB TOTALS **			1,287.67 **	13,558.40 **	37,305.14 **

N POWDER-BAKER CONT NO & FA PROJ NOS I 807003 100 OO STATE

	601	1903	205	00	N 1			8.92	
	601	1903	205	00	N 9			89.15	
	601	1903	205	00	0			89.15CR	
	601	1903	296	00	N 9		24,721.08CR	44,111.52CR	
	601	1903	296	00	0			611,009.56CR	
	601	1903	298	00	N 9		24,721.08	44,111.52	
	601	1903	298	00	0			611,009.56	
	601	1903	901	00	P 0			104,078.91	
	601	1903	901	00	P 1			2,014.59	
	601	1903	901	00	N 1		28.39	384.18	
	601	1903	901	00	0			122,544.14	
	601	1903	901	00	P 0			3.04	

8924

154

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 23, 1979
Salem, OR. 97310

FROM: Maxine Banks
Environmental Section

SUBJECT: Cultural Resources Clearance
Lafayette Hwy. - Web Foot Rd.
Yamhill County, Oregon

TO: Don Trout
Engineering (Design) Section

The above named project was cleared for PS&E approval and contract letting on March 28, 1979. The archeological work was scheduled in mid-March and authorized by telephone to the archeologist at the Museum of Natural History. On March 27th, the reconnaissance survey was completed, with no requirements for further archeological work. This information was communicated to the Environmental Section, again by telephone, facilitating clearance on the March 28th memo.

MB:brl

cc: Joe Gaither (2 copies)
Pieter Dykman

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 25 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8924

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-19-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A698(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70329

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info | Impss | R/W | D/R | Sign | Act | File

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 one cy to Mackney

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-27-79

FEDERAL ROUTE NUMBER Secondary A698

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Lafayette Highway - Webfoot Road

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 9, 1979, this will confirm the advance approval date of March 27, 1979 to add to the character of proposed work archeological salvage and to proceed with the actual work for a TEC of $475 - Federal Funds limited to $407.

A signed copy of the Agreement is returned as requested.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-19-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-78)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Section Lafayette Hwy. - Webfoot Rd. Programming Estimate $ 398,000

Highway FAS A 698 (Palmer Cr. Rd.) Project Length 0.83 mi.

8924

County Yamhill Completion Time 140 cal. days

Kind of Work Grading, Paving and Structure

Prefix 536-1957 FA Project No. RS-A698(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date 4/16/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Data Acc.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Consultation Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storerooms	Permits & Weighmaster	Maintenance
Finance (DOT)	Personnel Operations	Region Number 2
FHWA	Photography	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Phil Stearns

FROM: KR

COMMENTS: Increased because of mistakes in unit estimates in bridge portion of project. Please inform Evans

Form 731-0020 (7/78) SP 70863-734

STRUCTION AUTHORIZATION 349,794.50 ~~336,586.50~~ $ 335,944.50

ract Amount

structure costs revised 4/13

$ 1,030.00

Apr. 26 letting

		$ 30
		1,000
Misc. Permit Fees		
		15,787.10 ~~1,112.74~~
Contingencies (4-1/2%)		
Engineering (9 %)	31,574.21	~~30,385.11~~ 30,327.71
~~SUBTOTAL~~		$
Credit for		
Estimated Net Authorization, Construction		$ ~~382,166.06~~ ~~383,194.73~~ 398,185.81

350,824.50 ~~337,616.50~~ $ ~~336,974.50~~ ~~15,163.05~~

APPROVED

Road Design Engineer

4-16-79

NOTED
D. O. Christensen

15

Section Lafayette Hwy - Webfoot Rd. Programming Estimate $ 398,000

Highway FAS A 698 (Palmer Cr. Rd.) Project Length 0.83 mi.

County Yamhill Completion Time 140 cal. days

Kind of Work Grading, Paving and Structure

Prefix 536 - 1957 FA Project No. RS - A698(1)

ESTIMATED CONSTRUCTION AUTHORIZATION 349,794.50 ~~336,586.50~~ $ ~~335,944.50~~

	Estimated Contract Amount	
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts	$ 30	
~~Adjust Utilities~~		
Monument Center Line	1,000	
Misc. Permit Fees		
		$ 1,030.00

structure costs revised 4/13

Apr. 26 letting

		350,824.50
		~~337,616.50~~
	15,787.10	$ ~~336,974.50~~
Contingencies (4-1/2%)	~~15,172.74~~	~~15,163.89~~
Engineering (9 %)	31,574.21 ~~30,385.19~~	~~30,327.71~~
	~~SUBTOTAL~~	$
Credit for		
Estimated Net Authorization, Construction		$ ~~382,166.06~~ ~~383,194.73~~ 398,185.81

APPROVED

Road Design Engineer

Rec 4-16-79

NOTED
D. O. Christensen

(15

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 3
Date Feb. 20, '79

Section Lafayette Hwy. - Webfoot Rd. County Yamhill

Kind Of Work Grading, Paving, Structure Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		29,000 ~~28,000~~
	ROADWORK					
	Clearing and Grubbing		All	All	—	1,000
	Removal of Structures and Obstructions		All	All	—	1,500
	General Excavation		Cu. Yd.	12,825	2.80	35,910
	~~Extra for Selected Topsoil Material~~		~~Cu. Yd.~~	~~8,200~~		
	Ditch Excavation		Cu. Yd.	75	10	750
	Toe Trench Excavation		Cu. Yd.	75	7.50	562.50
	Trench Excavation		Cu. Yd.	140	20	2,800
	Finishing Roadbed and Slopes		All	All	—	2,000
	Watering		M. Gal	110	10	1,100
	Aggregate Shoulders		Ton	400	7.50	3,000
	Cement Treated Subgrade		Sq. Yd.	17,400	1.50	26,100
	Cement for Treated Subgrade		Ton	295	85	25,075
	Asphalt in Seal Coat		Ton	25	150	3,750
	Class "B" Asphalt Concrete		Ton	3,120	30	93,600
	12-inch Culvert Pipe		Lin. Ft.	234	10	2,340
	~~15-inch Culvert Pipe~~		~~Lin. Ft.~~	~~214~~	~~13.50~~	~~2,889~~
	18-inch Culvert Pipe		Lin. Ft.	276 ~~62~~	16.50	4,554 1,023

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date Feb. 20, '79

Section Lafayette Hwy. - Webfoot Rd. County Yamhill

Kind Of Work Grading, Paving, Structure Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Drain Pipe		Lin. Ft.	348	9⁻	3,132⁻
	Fiber Filter		Sq. Yd.	350	3⁵⁰	1,225⁻
	Gravel in Drains		Cu. Yd.	50	20⁻	1,000⁻
	Guard Rail, Type 2A		Lin. Ft.	500	13⁷⁵	6,875⁻
	Guard Rail Anchors, Type 1		Each	~~4~~ 3	300⁻	~~1,200⁻~~ 900⁻
	~~Guard Rail Anchors, Type 2~~		~~Each~~	~~1~~	~~350⁻~~	~~350⁻~~
	~~Rail End Pieces, Type B~~		~~Each~~	~~1~~	~~75~~	~~75~~
	Rail End Pieces, Type C		Each	~~4~~ 3	125⁻	~~500⁻~~ 375⁻
	Extra for Asphalt Approaches		Each	10	200⁻	2,000⁻
	Loose Riprap, Class 50		Cu. Yd.	165	15⁻	2,475
	Delineators		Each	40	20⁻	800⁻
	Setting Mailbox Posts		Each	2	50⁻	100⁻
	Roadside Seeding and Mulching		Acre	3	700⁻	2,100⁻

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date ~~Feb. 20~~, '79 April 13

Section Lafayette Hwy. - Webfoot Rd. County Yamhill

Kind Of Work Grading, Paving, Structure Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Shoring, Cribbing, Etc.		All	All	-	3,000 ~~2,000~~
	Structure Excavation		Cu. Yd.	60	16 ~~15~~	960 ~~900~~
	Furnish HP 12x53 Steel Piling		Lin. Ft.	1,408	12 ~~11~~	16,896 ~~15,488~~
	Drive Steel Piles		Each	16	600 ~~250~~	9,600 ~~5,600~~
	Splice Steel Piles 270		Each	4	75	300
	(72 C.Y. @ ~~1,250~~) Structural Concrete, Class 3300		All	All	-	19,440 ~~18,000~~
	4' x 55'/60' Prestressed Slabs		Each	8	4,300 ~~3,400~~	34,400 ~~31,200~~
	Reinforcement (8,000 # @ ~~50~~ 40)		All	All	-	4,000 ~~3,200~~
	Metal Rail with Tubing		Lin. Ft.	150	45 ~~47~~	6,750 ~~6,450~~
						95,346

8924

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-4-74

FEDERAL AID PROJECT NO. RS-A698(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) [ ] 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70329

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
APR 10 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4.11 mile
1.07

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-27-79	4-4-79	Secondary A698	County Road

GENERAL LOCATION:
Lafayette Highway - Webfoot Rd. Section

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [x] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated March 27, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-79	G. K. Hoss	for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8924

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-27-79

FEDERAL AID PROJECT NO. RS-A698(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70329

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO
Mackenzie
FOR
Info | Howes | R/D | D/R | Swan | Tel | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-27-79	3-27-79	Secondary A698	County Road

GENERAL LOCATION:

Lafayette Highway - Webfoot Rd. Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave, and One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 21, 1979 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $390,000 - Federal Funds $343,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards for this project are lower than the minimum design standards, as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-27-79	H. Walsh	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

Section Lafayette Hwy. - Webfoot Rd. Programming Estimate $ 382,000

Highway FAS A 698 (Palmer Cr. Rd.) Project Length 0.83 mi.

County Yamhill Completion Time 140 cal. days

Kind of Work Grading, Paving and Structure

Prefix 536-1957 FA Project No. RS-A698(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3/27/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir./Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir./Transportation Policy & Program Develop.	Labor Relations	Rig'ht of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Waterways
Finance (DOT)	Personnel Operations	Region Number 2
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please forward copy to county. The county was informed earlier that the estimate was somewhat lower than this.

Form 734-4003 (7/78) SP*70682-734

Contract Amount $ 335,944.50

April 26

$ 1,030

$ 30

1,000

337,616.50

Contingencies (4-1/2%)	15,192 ±	$ ~~336,974.50~~ +642.85
Engineering (9 %)	30,385 ±	~~15,163~~ 30,327.71
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ ~~382,466~~ 383,191.73

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE--~~COST ESTIMATE

Sheet 1 of 3

Date Feb. 20, '79

Section Lafayette Hwy. - Webfoot Rd. County Yamhill

Kind Of Work Grading, Paving, Structure Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		28,000-
	ROADWORK					
	Clearing and Grubbing		All	All	-	1,000-
	Removal of Structures and Obstructions		All	All	-	1,500-
	General Excavation		Cu. Yd.	12,825	2 80	35,910-
	~~Extra for Selected Topsoil Material~~		~~Cu. Yd.~~	~~4,200~~		
	Ditch Excavation		Cu. Yd.	75	10-	750-
	Toe Trench Excavation		Cu. Yd.	75	7 50	562 50
	Trench Excavation		Cu. Yd.	140	20-	2,800-
	Finishing Roadbed and Slopes		All	All	-	2,000-
	Watering		M. Gal	110	10-	1,100-
	Aggregate Shoulders		Ton	400	7 50	3,000-
	Cement Treated Subgrade		Sq. Yd.	17,400	1 50	26,100-
	Cement for Treated Subgrade		Ton	295	85-	25,075
	Asphalt in Seal Coat		Ton	25	150-	3,750-
	Class "B" Asphalt Concrete		Ton	3,120	30-	93,600
	12-inch Culvert Pipe		Lin. Ft.	234	10-	2,340-
	~~15-inch Culvert Pipe~~		~~Lin. Ft.~~	~~214~~	~~13 50~~	~~2,889-~~
	18-inch Culvert Pipe		Lin. Ft.	276 -62	16 50	4,554- 1,023-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Feb. 20, '79

Section Lafayette Hwy. - Webfoot Rd. County Yamhill

Kind Of Work Grading, Paving, Structure Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Drain Pipe		Lin. Ft.	348	9.00	3,132.00
	Fiber Filter		Sq. Yd.	350	3.50	1,225.00
	Gravel in Drains		Cu. Yd.	50	20.00	1,000.00
	Guard Rail, Type 2A		Lin. Ft.	500	13.75	6,875.00
	Guard Rail Anchors, Type 1		Each	~~4~~ 3	300.00	~~1,200.00~~ 900.00
	~~Guard Rail Anchors, Type 2~~		~~Each~~	~~1~~	~~350~~	~~350~~
	~~Rail End Pieces, Type B~~		~~Each~~	~~1~~	~~75.00~~	~~75.00~~
	Rail End Pieces, Type C		Each	~~4~~ 3	~~125.00~~ 125.00	~~500.00~~ 375.00
	Extra ~~for~~ Asphalt Approaches		Each	10	200.00	2,000.00
	Loose Riprap, Class 50		Cu. Yd.	165	15.00	2,475.00
	Delineators		Each	40	20.00	800.00
	Setting Mailbox Posts		Each	2	50.00	100.00
	Roadside Seeding and Mulching		Acre	3	700.00	2,100.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Feb. 20, '79

on Lafayette Hwy. - Webfoot Rd. County Yamhill

Of Work Grading, Paving, Structure Length 0.83 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
STRUCTURE					
Shoring, Cribbing, Etc.		All	All	-	2,000-
Structure Excavation		Cu. Yd.	60	15-	900-
Furnish HP 12x53 Steel Piling		Lin. Ft.	1,408	11-	15,488-
Drive Steel Piles		Each	16	350-	5,600-
Splice Steel Piles		Each	4	75-	300-
Structural Concrete, Class 3300 (72 C.Y. @ $250)		All	All	-	18,000-
4' x 55'/60' Prestressed Slabs		Each	8	3,900	31,200-
Reinforcement (8,000 lb @ 0.40)		All	All	-	3,200-
Metal Rail with Tubing		Lin. Ft.	150	43-	6,450-

8924

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Construction Obligation
Item No. 70329
Project No. RS-A698(1)
Lafayette Hwy.-Webfoot Rd. Section
Yamhill County

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1979.

We request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $390,000 with an obligation of $343,500 in Federal funds.

JLG:dmc
cc: [redacted]

8924

~~Oregon State Highway Division~~
117 DOT Building
Salem, Oregon 97310

RECEIVED
FEB 16 '79

Attention: Right-of-Way Section 2-13-79

Subject: Federal Aid Project No. RS-A698( )
Project Name Lafayette Hwy. - Webfoot Road Section
Palmer Creek Road FAS-A698

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way was acquired by ODOT right of way staff.

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

County of Yamhill

_____
County Judge/Chairman

Certified By:

_____
Commissioner

_____
Regional Right-of-Way Supervisor

Date 2/13/79

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8924

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: December 13, 1978
SUBJECT:
W. Fork Palmer Cr. Br.
~~Lafayette~~ Hwy.-Webfoot Hwy. Sec.
RAS A698
Yamhill County
Bridge 11796A

Enclosed are two reduced prints of drawings 34017 and 34019 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$229,000
Structure	100,000
Engineering & Contingencies	76,000
TOTAL	$405,000

It is planned to call for bids on this section on June 28, 1979.

Please make a field review and return one set by January 18, 1979 with your comments and/or corrections noted thereon.

SKS:dh
Enclosures

cc Dennis West, Yamhill County Engr., /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specifications Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
Warren Mueller /w/ 1 set encls.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ OPE ☐
DEC 13 1978
File: PM
TRA

8924

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 1, 1978

William Gille
Office Manager
Road Department
Route 1, Box 51
McMinnville, OR 97128

Dear Mr. Gille:

Enclosed are two reduced prints of drawings 33891 and 33233 which are the preliminary plan and a elevation and vicinity map for the Palmer Creek Bridge Project.

Our present estimate of costs for the proposed contract is as follows:

Grading and paving	$229,000
Structure(s)	100,000
Engineering and Contingencies	76,000
TOTAL	$405,000

Please use these prints to obtain the approval of your Commissioners and return one set of prints to this office as soon as possible with appropriate approval stamped thereon.

We need to know Yamhill County's policy on the use of de-icing salts on bridges.

It is planned to call for bids on this project on June 28, 1979.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

Enclosures
POS/rgl
cc: D. H. Moehring

RECEIVED
REGION 2 ENGINEER

COUNTY ROADMASTER
Lloyd H. May

October 27, 1978

Mr. Phillip O. Stearns
Region 2, Federal Aid Specialist
2960 East State Street
Salem, OR 97310

Dear Mr. Stearns:

This letter is to inform you that Yamhill County is willing to assume responsibility for the initial signing and maintaining those signs for the road closure on the Palmer Creek-Webfoot Grange Project. I understand from our telephone conversation that the signing details will be forwarded to this office from your design office.

If I can be of any further help in this matter, please contact me.

Sincerely,

William A. Gille
William A. Gille
Office Engineer

WAG/kc

cc: Board of Commissioners
C.C. J. M. Versteeg
Bill Board

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☑ FAE ☐
NOV 1 1978
File: FM TA
TAA LG GP

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

8924

FAS A698

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 5, 1978

Duane C. Christensen
Final Design Engineer

Richard Nelson
Region 2 Location Engineer

Lafayette Hwy.-Webfoot Rd.
FAS A698 (Palmer Cr. Rd.)
Yamhill County

The preliminary estimate for the subject section is $413,000. This estimate is based on quantities picked from our preliminary grading and paving plans and a preliminary structure estimate from the Structures Section.

The bridge structure has not been designed and the estimate is based on a square foot estimate. We understand there is also an indication that a cattle pass may be required and if so this may increase the estimate.

DAC:ab
cc: D. M. Hoehring
D. M. Staudenmayer
W. J. Hart

RECEIVED
OCT 06 1978
ENGINEERING
Trout
Do Not File
Return To
Action

8924.

PAS A698

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 14, 1978

9-17-78

FROM: David W. Bryson
Hydraulic Specialist

TO: FILE

SUBJECT: Lafayette Highway-Webfoot Road
Palmer Creek Road
Yamhill County

Vernieng
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 14 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

The proposed project is for the replacement of an existing 36-foot single span steel bridge which spans West Fork Palmer Creek.

Hydrology

West Fork Palmer Creek is a south-north tributary of Palmer Creek and drains an area of approximately 5.4 square miles above the proposed crossing. Since there are no stream gage data available for this creek, the frequency vs. discharge curve was determined from the charts available in the OSHD Hydraulics Manual and the USGS method. The results of both methods are listed below. The USGS values were listed for comparative purpose; the OSHD values were used for design.

Recurrence Frequency	Estimated Peak Flow OSHD	USGS
5-year	470 cfs	250 cfs
10-year	560 cfs	320 cfs
25-year	675 cfs	410 cfs
50-year	775 cfs	485 cfs
100-year	865 cfs	570 cfs

Hydraulic Design

According to Clayton Richards, resident in the area since 1916, the largest flood he observed occurred during December 1964. Information provided by Yamhill County indicated that during the 1964 flood, high-water at the bridge was 5 feet below the bridge deck which corresponds to elevation 117.3 feet (msl). This elevation includes the backwater created by the bridge constriction. From estimated hydraulic properties of the channel, it was determined the 1964 flood had a peak of about 1500 cfs. During a flood of the 1964 magnitude, the existing constriction would create approximately 0.6 feet of backwater.

Discussed Culverts Vs Br. Str with Walt Hart. They are presently reviewing 9-19-78
site and will make est. and a recommendation soon. I advised him that if County should opt to go other than a bridge structure to advise us so that we can arrange for County to get proper agreements on wetlands etc Doc.

Using the criteria that the backwater from a 100-year flood should not exceed 1 foot, the following alternate drainage structures are suggested.

Drainage Structure Size	Backwater During 25-yr Flood	Backwater During 100-yr Flood	Backwater During 1964 Flood
2-13.5-foot diameter multiplate pipes	0.7 foot	1.0 foot	1.9 feet
27'0"x16'2" multi-plate super-span	0.8 foot	1.0 foot	1.8 feet
double 9'0"x9'0" box culvert	0.7 foot	0.9 foot	1.9 feet

It is suggested that the pipe alternates have mitered ends conforming to the fill slopes.

Using the finish grade shown on the vicinity map, a structure length of 75 feet is suggested. This structure length was determined assuming 1½:1 end slopes on the approach fills. 0.5 foot of backwater will be created during a 25-year flood, 0.7 foot during a 100-year flood and 1.4 feet during a flood of the 1964 magnitude.

Riprap

For the bridge alternate it is suggested that the 1½:1 slopes be protected with an 18-inch layer of Class 100 loose riprap. The riprap should be placed in a toe trench. No filter blanket will be required. No riprap protection will be required for the box culvert alternate as the apron and wingwalls should provide adequate protection. For the multiplate pipe alternates it is suggested that the embankment slope on the inlet end be protected with a 12-inch blanket of Class 50 loose riprap. At the outlet end it is suggested that the channel be lined to elevation 110 for a distance of 30 feet downstream with a 12-inch layer of Class 50 loose riprap.

DWB:mc

cc Frank E. Terpin
W. J. Hart
Don Harwell
D. O. Christensen
Jack Davis
C. O. Fredrickson

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	675	865	1500
Frequency - yrs.	25	100	500+
~~HW~~ Headwater Elevation ft. / ~~Natural Channel~~ m.	115.3	116.2	118.6
~~HW~~ Tailwater Elevation ft. / ~~Channel Change~~ m.	114.6	115.2	116.7
Average Velocity fps / mps	4.8	5.7	8.3

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 2 - 13.5' diameter multiplate pipes

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Lafayette Hwy. - Webfoot Rd.
Palmer Creek Rd.
Yamhill County

COMPILED BY:	DATE:
Dave Bryson	September 12, 1978

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	675	865	1500
Frequency - yrs.	25	100	500+
~~Natural Channel~~ Headwater Elevation ft. / m.	115.3	116.1	112.6
~~Channel Change~~ Tailwater Elevation ft. / m.	114.6	115.2	116.7
Average Velocity fps / mps	5.7	6.7	9.6

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 9'×9' box culvert alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Lafayette Hwy. - Webfoot Rd.
Palmer Creek Rd.
Yamhill County

COMPILED BY: Dave Bryson

DATE: September 12, 1978

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	675	865	1500
Frequency - yrs.	25	100	500+
~~H.W.~~ Headwater Elevation ft. / ~~Natural Channel~~ m.	115.4	116.2	118.5
~~H.W.~~ Tailwater Elevation ft. / ~~Channel Change~~ m.	114.6	115.2	116.7
Average fps / Velocity mps	5.5	5.9	8.0

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 27'-0" x 16'-2" multiplate super-span

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Lafayette Hwy. - Webfoot Rd.
Palmer Creek Rd.
Yamhill County

COMPILED BY:	DATE:
Dave Bryson	September 12, 1978

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	675	865	1500
Frequency - yrs.	25	100	500+
~~H.W.~~ Backwater Elevation ft. / ~~Natural Channel~~ m.	115.1	115.9	118.1
H.W. Elevation ft. / ~~Channel Change~~ m.	114.6	115.2	116.7
Average fps / Velocity mps	4.6	5.2	6.8

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *Bridge Alternate*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Lafayette Hwy. - Webfoot Rd.
Palmer Creek Rd.
Yamhill County

COMPILED BY:	DATE:
Dave Bryson	*September 12, 1978*

8924

YAMHILL COUNTY
Oregon

BOARD OF COMMISSIONERS

July 27, 1978

REGION 2 ENGINEER
RECEIVED
AUG 1 1978

Mr. Phillip O. Stearns
Region II Federal Aid Specialists
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

This letter is in response to your letter of May 24, 1978 on the priority of Yamhill County's Federal Aid Secondary projects.

The Board of Commissioners after reviewing the projects with the County Road Department requests that the projects be placed in the following priority:

Survey In → 1.	Palmer Creek, Market Road #33	536-1957
Survey In Shortly → 2.	Gopher Valley, Market Road #3	536-1955
Survey In → 3. (To be shelved)	Willamina Creek, Market Road #10	536-1956

The Board feels that because of the higher cost of the Willamina Creek project, we must choose the other two as higher priorities. We prefer to limit our borrowing of funds from future years as much as possible. Thank you for your explanation of funding.

8/4/78
Info-George Wills

Respectfully,

John P. Macaulay
John P. Macaulay, Chairman

Colin Armstrong
Colin Armstrong, Commissioner

Ted Lopuszynski
Ted Lopuszynski, Commissioner

RECEIVED
AUG 2 1978
LOCATION SECTION

CA:cop
cc: Yamhill County Road Dept.

H/AL

8924

Date: July 14, 1978

Yamhill County
Board of Commissioners
Courthouse
McMinnville, OR 97128

Attn: Mr. Lloyd May
Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition for the Lafayette Hwy.-Webfoot Road Section Palmer Creek Road. FAS A698.

Financial sharing of the preliminary engineering is:

Total P.E.	$16,000.00
Federal Funds	13,720.00
Balance	$ 2,280.00
Local Share:	
½ of $2,280 =	$1,140.00

Rec'd 8/17/78 Informed Phil Stearns

Please make your check in the amount of $1,140.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Arnold Wimer

A.N. Wimer
Local Government Manager

HR:cw

bc w/AD#___: Vern Skoog - Please return completed AD# 473 when check is received.
Region 2 Federal Aid Engineer, Phil Stearns

8924

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

6-27-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: A698(1)

STATE PROJECT NO.: See below

COUNTY NAME: Yamhill

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70329

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/27/78	Secondary A698	County Road

GENERAL LOCATION:

"Lafayette Highway-Webfoot Road Section"

GENERAL DESCRIPTION OF WORK:

Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

As requested in Mr. Swan's June 20, 1978 Letter you are authorized to proceed with the actual acquisition of right of way as outlined on R/W map 9B-16-6 at a TEC NTE $16,000 Federal Funds $13,720.
Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE
Swan
7-10

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/27/78	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 6-72) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8924

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 22, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: J. Dixon
Reg. R/W Supervisor

REGION II

SUBJECT: File 50254 etc.

Lafayette Hwy.-Webfoot Rd. Sec.
Palmer Creek County Road
Yamhill County
FAS-C

Attached you will find six original Option forms in sextuplet covering right of way to be acquired in connection with Lafayette Highway-Webfoot Road Section of Palmer Creek County Road in Yamhill County. This contract is scheduled for letting in the second quarter of 1979.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank Lowe and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of May 16, 1978.

We are forwarding under separate cover two prints of Map 9B-16-6 covering this area and bearing our date of May 19, 1978.

File No.	Name	Area
50254	Edmund Odem Margareidge and Edna Mae Margareidge	0.6 ac 4400 sq. ft.
50255	Edward Harrison Richards and Neva R. Richards	0.65 ac
50256	Clayton Arvel Richards and Adria Richards	2.45 ac
50257	Ina S. Taggart	0.78 ac
50258	Adria A. Richards	0.07 ac
50259	Jack F. Temple, Mark S. Temple and Richard B. Temple	0.11 ac

AC:nn
Enc. 6 Options, etc.
cc: C. O. Fredrickson
Milner Mead/Auth. List
Frank Lowe
Title/1 print
Local Govern.Programs

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 23 1978

File: PM FA
TAA HAL LG OP

8924

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

3-10-78

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Lafayette Hwy. - Webster Road
Palmer Creek Road

Project Federal Aid Number: FAS-A698(1)

Applicant: Yamhill County

Contact: Dennis West

Federal Aid Funds: FAS X FAUS ____ Other ____

Date Project Approved by Trans. Comm.: Sept. 25, 1976

State to: ___ Review applicant's right-of-way acquisition program, or

X Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: _____

Harold Reynolds
~~County-City Unit~~ Local Programs

3/10/78
Date

cc: Right-of-Way Engineer
Region ____ Engineer
Region ____ Federal Aid Engineer
Region ____ Right-of-Way Supervisor
FHWA Right-of-Way Officer
Floyd Scott

2/18/75

8924

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 536-1957

Salem, Oregon

March 7, 1978

FROM: Loren Weber
Resident Engineer

SUBJECT: Lafayette Hwy-Webfoot Rd.
Palmer Creek Road
Yamhill County

TO: Robert Royer
Region Const. Engr.

Attn: Dick Nelson
Region Location Engr.

I have attached a letter from a Mr. Francis Patterson, president of the Palmer Creek Water District Improvement Co. In this he is pretty well obviating the construction of a dam across Palmer Creek at Dayton.

The removal of some of the "roller coaster" effect of the road at the creek crossing has been taken care of as well as we are able under our money and construction guidelines.

NOTED
R. E. NELSON

RECEIVED
MAR 08 1978
RESIDENT ENGR.
R. E. NELSON

cc: Region File

PALMER CREEK
WATER DISTRICT
IMPROVEMENT COMPANY

P. O. Box 152
Dayton, Oregon 97114

Febuary 14,1978

Mr. Loren Webber

P.O. Box 14030

Salem, Oregon 97310

Dear Mr. Webber:

Recently we have been contacted by the Yamhill County Soil Conservation District in regards to a new bridge to be built on Mkt. road 33. The question to our district was, what was our thinking on a high dam on the main stem of Palmer Creek. To explain our position we are a irrigation district formed some ten years ago to provide Irrigation water for a little over four thousand acres in the area. We do this by means of a pumping station located on the Willamette River at the Polk Yamhill count line. This has worked out real well and our members are happy with the results. At our board meeting the other day we discussed our water needs for now and the next fifteen or twenty years. We came to the conclusion as a board that we couldn't see that many benefits to be derived from a high dam to be interested at this time. However as residents of the area who occasionaly use the road we hope you raise it enough to get away from a roller coaster effect that can be experienced at certain speeds.

Very Truly yours

Francis J Patterson

Francis 1. Patterson
President

Sam Sweeney

Sam Sweeney
Secretary

OFFICE OF RESIDENT ENGINEER
RECEIVED
FEB 21 1978
RE ASS'T ASS'T OE FILE TA.

8924 3-3-78

Location Narrative
Lafayette Highway - Webfoot Road Section
Palmer Creek Road - FASA - 698
Yamhill County
536-1957

History

The authority for survey was submitted on October 11,1976. No reconnaissance had been made at that time nor was one really necessary as the route was to generally follow the existing except for a small section where there are two reversing type curves.

The intial request for the work came in a letter from Mr. West, of Yamhill County, to Mr. Sterns; date January 30,1976.

In this, it was requested that as much of the existing road as possible be used except forthe two curves, where one could be used; the intial thought was to use as much of theexisting surfacing as possible to minimize the need for new.

Also, it was requested that we raise the gradeat the crossing of Palmer Creek to improve the vertical alignment at this point.

Finally, the county requested that we perform the preliminary Engineering and the R/W acquisition.

The existing roadway is gravel surfaced, about 20 feet wide, has a narrow bridge accross Palmer Creek and the grade generally fits the existing terrain.

Standards

Proposal for this road is a Class D, following topography with the folling deviations from the standards;

(a) 45 mph speed design
(b) 10^0 curves
(c) Stopping sight distance 315'

Typical Section

The Typical Section will be:

(a) 3.5" Asphalt Concrete Pavement Surfacing
(b) 9" Cement Treated Soil Subgrade

The existing surfacing will be incorperated into the cement treated soil with no correction factors as to separate the two would be very difficult to accomplish.

The widths will be 2 - 12' travel lanes and 2 - 4' shoulders. per request

There shall be no bike path and no curbs.

The surfasing slopes will be 4:1, the grading slopes will be a maximum 1 1/2: 1 in cuts and 2:1 in fills with the lower cuts and fills running to a 4:1.

Horizontal Alignment

The coordinates are the Oregon Grid System; North Zone, the intial control was run by our EDM System, the "P" line was used for the topos - property ties and the cross sections.

The "P" line followed the existing alignment which was pretty well established by property corners and will be used as the "L" line except for the portion from about sta. 14+00 to 20+00 where we had to move the "L" line 20' to the left.

This was done to get a little further away from a private approach at about station 26+00 and to insure that we did not disturb an irrigation pond and outlet ditch to the south and east of the bridge accross Palmer Creek.

The 10° curve with short spirials from sta. 11+74 to 17+80 was used at the request of the county, this replaces a couple of right angle turnes which reverse in direction. It was found that we could extend the forward tangent back to intersect and use one curve. The 10° curve reduces the amount of farm land we are taking from one owner.

On the easterly end of this project, this same degree of curveture approximates that curently in place and maintaines the design criteria.

Vertical Alignment

The county wanted to use as much of the existing grade as possible, they had asked that 10° horizontal curves be used which reduce the speed to 45 mph so the vertical alignment was also reduced to this standard, we used O.S.H.D. design tables for the length of the curves to gain as much as possible.

Another reason for using the lesser standards was the bridge accross Palmer Creek, the county wished to raise the grade somewhat, but this has a direct effect in the cost of the structure.

We have done some study work, balancing the excavation against the bridge length such that the structure length and the earthwork quantities balance out. That is, by raising the bridge grade somewhat, we have been able to decrease the excavation enough to offset the additional bridge costs. This also reduces the amount of earthwork we have to waste as excess. There is an owner in the vicinity who the county tells us will take the excess.

During the course of our work ,we found that there is the possibility of an irrigation system being constructed in the area. See Attached Letter.

This would be accomplished by constructing a dam on Palmer Creek at Dayton. This would raise the water level to about elevation 140', which would cover the bridge on our grade line by about 12 to 15'.

This would up the cost of our structure by about ~~$35,000~~ 65000 as well as reguire considerable borrow material for the fills.

I have checked with several people about this possibility and can get no defenite answers.

The studies show it to be quite feasable but there doesn't seem to be any push toward doing it in the for-seeable future.

I called a Mr. Carnahan, Phone # 221-2797, of the River Basin staff in Portland, he told me that roughly they currently have 5 years of design work on the table and assuming this one were to be added by request at this time, it would take at least another 5 years to get it designed and the hearings held etc. .

To date, there has been no application for this dam, though it has been in the discussion stage for up to 10 years.

Our estimate has not considered this as being a problem with our work.

We have attached a rough estimate of the additional cost to raise the grade to an elevation of 150'.

This elevation is predicted upon the 140' elevation plus roughly 5' of deck and 5' of free board for possible passage of small boats etc. beneath the structure. This would increase the excavation necessary for the embankments, lengthen the bridge, increase the guard rail length, and increase the right of way necessary for the embankments. Our estimate which is attached to the project quantity cost summary indicates it would run about $205,000 extra to raise the grade at this time.

Lines

Also refered to me was a Mr. Warren, phone 362-9807, his thoughts were that unless the State would perticipate in the cost of the dam by contributing our bridge costs, he doesn't see the project has much chance.

Materials

Our estimates have approximatly 11,000 cubic yards of excavation, 7,000 cubic yards of embankment, using 20% factor, this gives us an excess of 2,500 cubic yards.

The county told me there is an owner nearby who will take what excess we may have. We at one time had 7,000 cubic yards + excess but by making a small raise in the grade, we were able to decrease this to the current figure. This also gives us a cushion in case we need additional fill material.

Right of Way

There shouldn't be much of a problem, except in one small area where we have replaced two right angle curves with the single 10^{o}, this takes off a corner of a field, amounting to about 2.5 acres and the owner is not at all pleased at this prospect.

For the remainder of the project, we have set the lines out to clear the tight areas by at least 5 feet.

There was some concerne going in about the fact that the owner in the bridge area has been using it as a stock pass during the low water periods. We had some concerne that this may not be permitted to continue. However conversation with our D.E.Q. personnel has indicated that since this was the exsiting condition and we aren't changing the opening, it will be alright to continue.

A stock pass could be constructed on his westerly side of the bridge but there would still remain the difficulty getting the stock to use this vs. the bridge where they have been going.

We are making plans to abandon the old roadway in the vicinity of station 15+00 where it makes the two sharp curves.

We will connect the owner to the north by an approach on the westerly end, then we will remove the existing surfacing and replace it with soil such that the roadway may then be used as farmland.

The R/W section is currently working on an estimate of cost for the land purchases necessary to build the project, as of 2/15/78.

State for and in behalf of the County Jim Dixon 2/14/25

Structure

The existing bridge is 36' in length , set on abutments on each end such that the useable waterway is about 35' wide. It sits on 7 - 16" I beams, has a corrigated metal deck covered by pavement and has the guard rails attached on steel posts, the ends away from the concrete abutments are rock rip-rap set on a steep slope, about 1/2:1.

We have submitted a vicinity map of the immiate area for the design of a new bridge.

We cheked out some possibilities in lieu of a bridge at this location, box culverts, structural plate arches, etc. .

These could be used far as the calculated flows are concerned, however due to the down stream restrictions, the get away is poor which would cause a headwater condition with the use of a smaller structure.

Another consideration was the use of new higher headwalls and replace the structure simular to what it is now. The problem with this is that the result that the cost would raise somewhat.

At the I.D T. 2 meeting, the feeling was that we ~~shall~~ should not restrict the waterway beyond what it is now and that probably the best situation was an open end structure.

Our estimates have been predicted on this premise with the actual design of the structure having been left up to the Bridge Section.

Should we decided to go to a box culvert or a pipe in lieu of the bridge,

the 2,500 cubic yards we now show as waste could be used in the additional embankment needed.

There will be no problem with the traffic on the project as the entire roadway will be closed except for the local residents during construction. there are only two people having direct access to the roadway, both of these on the westerly end of the project.

The county in their application have indicated they will remove the existing structure with their forces.

Drainage

The existing drainage doesn't fuction very well. There is a pipe at about sta. 8+70 on the westerly end but though there is an existing ditch running to the north, the outlet of the pipe is plugged. Other than this the water all runs to Palmer Creek.

We have made plans to install a new culvert where the one now is and utilize the ditch running to the north.

We may have to place some checks in the ditch line from both ends of the job to the creek, as the steep grade could lead to excessive erision. This is especially true because all the drainage from sta. 8+70 to the bridge, sta. 29+00, and the drainage from the extreme east end of the job, station 44+00 will be comming back to the bridge, about sta. 30+00.

We have placed another cross pipe on the easterly end to carry the water from the southerly side to the northerly where we'll have to ditch to the creek.

There is a small swampy area on the left from the creek the north and the hillside, between stations 30+00 and 31+50.

We have indicated the use of some perforated pipe in this area to cut off what may be spring activity.

Stage Construction

There will be no need for stage construction other than the necessity to keep acess open to the residents on the westerly end of the job.

The county in their application have indicated that the road may be closed during the construction period.

Utilities

There is a power line running through most of the project inside the present R/W. The owner is Portland General Electric.

In addition, there is a telephone line on the westerly end of the project, also inside the present R/W. This is owned by Continental Telephone Company of The Northwest.

These are on the existing R/W by permit.

General

A persual of the application form shows some points not covered elsewhere in the report. These are:

(a) no bike paths needed
(b) the county will stripe the complete project
(c) the county will do the signing necessary and maintain the detours during construction
(d) the county will do what permanent signing is necessary
(e) the county will remove the existing bridge across Palmer Creek
(f) the county wants the survey center line to be monumented by the state

Bikeway

A bikeway was not requested by the county. Project termini are connections with other county roads. There are only two residences within the project limits. Further residential development in this agricultural zone is not anticipated. The 12' travel lanes with 4' shoulders are adequate should occasional bike or pedestrian traffic occur.

County Obligation

The County's application indicated that they would sign the project during construction and remove the existing bridge. To accomodate their intent it will be necessary for the County to close the road and remove the structure between award of the contract and commencement of work on the project by the contractor.

Will county be responsible for road closure

[redacted] DESCRIPTIONS

Item - 25
Clear and grub, consists mainly of small brushin fence rows and some in an area on pretty flat ground.

Item - 36
Removal of Structures and Obstructions, the main work under this provision will be the removal of the existing wallso or abutments and the rock masonary retaining walls for the slopes at the bridge across Palmer Creek

Item - 47
General Excavation, consists of taking out some small rolls in the existing grade. Some side ditches and on the easterly end, a side cut to push back onto an existing cut bank. The material is all common except for the removal of the masonary walls at the ends of the existing bridge. We have about 2,800 Cubic yards of excess material, which will have to be wasted. We have had some conversation with the county people who tell us the Rentor on the north easterly end of the project has indicated he will take the material.

To date we have not made any contacts with this person and since the volume of excess is comparativily small, we could probably leave it as the contractors to dispose of, with this as a possibility.

Item - 811
Obliteration of Roadway, this consists of the obliteration of the old road where we are no longer utilizing it. We anticipate the need to take off the old road surfacing down to the ground line and replace this with enough soil that the result will be useable ground for crop raising.

Item - 2913
Aggregate Shoulders, covers the crushed materialto be placed on the roadway shoulders, at the pavement edges wherethese will extend above the subgrade. This material may also be used on approaches as a base coarse.

Item - 3014
Cement Treated Subgrade, the existing roadway is gravel about 20' wide. Since we are widening both edges in many cases, it would be impractical to attempt to change the percentage of cement for each location to compensate for the gravels. Therefore, this percentage has been computed based upon soils throughout. The depth of the cement treatment is to be 9" , the cement to be added is 5.5% based upon a soil weight of 133# per cubic foot.

Item - 3016
Seal Coat, covers an emulsion to beplaced on the cement treated soil to facilitate curing without having to keep it wet during the hot weather until the A.C. paving may be done.

Item - 3019
Tack Coat, has been included to provide a light coverage of material between the paving lifts, as well as where we join the old pavement at the intersections on each end of the project.

Item - 3024
~~Drain~~Sewer Pipe, is included to provide drains for the inlets to be installed at the four corners of the bridge across Palmer Creek. ~~We have shown these crossings from right to left in the subgrade and down the slopes on the left side. This was done to prevent the purchase of additional R/W on the right side.~~

Item - ~~19~~21

15" Culvert Pipe, these are to be installed beneath the 2 approaches on the westerly end of thid project where the ditch lines have been carried for a conciderable distance. In addition one is used for a cross culvert on the easterly end where the vertical curveis minimal but where we need a cross culvert to place the drainage to the north side. This will prevent it from running out over an area where there has not been previous drainage.

Item - ~~21~~23

Concrete Inlets Type G, are to drain the pavement areas at the bridge corners. Due to the installation of the drainage curb in the same areas.

Item - ~~22~~24

8~~6~~" perf pipe, this appears to be needed to ensure drainage of what is now a wet area ~~been~~ north and east of the bridge. The water apparently comes from the bank to the east and some is coming through the fill as there is at present a conciderable growth of reed grass on the north slope.

Item - ~~24~~26

Type 2a Guard Rail, the east end of the north east corner of the bridge run has a 15' radius bend to wrap it into a field approach, this will also cause the use of a type 2 anchor and a type A end section.

~~Item - 30~~

~~Extra for Guard Rail Bridge Conns., Connections as according to the construction section, been included in the price for the bridge itself, so no cost figue has been included in this estimate.~~

Item - 33

Rip Rap, covers the placement of some class 100 material on the slopes beneath the bridge ~~and at the ends of the pipes down the slopes from the catch inlets.~~ The current in the creek is quite slow due to the flat grade and the general brush restrictions down stream.

The bridge cost has been estimated using $23.00 per Square foot, which supposedly included the guard rail connections on the ends.

The amount shown to relocate the poles probably isn't necessary as according to the application for the work, these are supposed to be inside the old R/W on a permit. However using our projection, a couple of these would seem to be outside the old R/W.

The prices for all the items above with the exception of the bridge and the utilities have been obtained from George Sanford of cost analysis.

8924

REVISED

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Palmer Creek Road
Lafayette Hwy.-Webfoot Road

Highway: F.A.S. A698

County: Yamhill

Prefix: 536-1957

Res. Engr. Loren Weber

Date February 13, 1978

Ten Year
Traffic Coefficient 6.3

18 kip s.a. per day 13.1

R value 10

Frost Penetration - - - -

CBE Total Requirement 20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Stage)	4.0
3.5"	A.C. (Cl. B)	7.0
9.0"	C.T.S.	9.0
14.5"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☐ FAE ☒ OPE ☐
FEB 14 1978
File: PM FA
TAA _____ LG OP

8924

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

Lafayette Hwy. – Wallace Rd See File # 268

APPLICANT: ~~Department of Transportation~~

PROJECT TITLE: ~~Palmer Creek Bridge~~ YAMHILL

PNRS #: 7708 2 1310

DATE : January 23, 1978

The State Clearinghouse has received additional comments from Department of Soil & Water subsequent to our conclusion letter of October 11, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

cc: G. L. Green, J. B. Boyd, W. J. Hart, Aeronautics Div., B. L. Gifford, H. S. Coulter, J. H. Versteeg, C. Fredrickson, Reg.2, Paul Hartwig, Parks, D. E. Swan, F. E. Terpin, Gary Potter, F. T. Lacey, Dis. 8-26-77, Gerald Wimer ✓ BEN GIFFORD

8924

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

FAS-C
Yamhill Co

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Palmer Creek Bridge

DATE: October 11, 1977

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and/or proposed action is consistent with~~ ~~presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10/20/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
John Sheldrake, Reg. 2
R. A. Kuehn, Dist. 3
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 1310

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

8-26-77. VR
BEN GIFFORD
13619 R

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 31 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7708 2 1310 Due Date: OCT 07 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. E. Stone

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 1310 Due Date: OCT 07 1977

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

Yamhill Co.

REMARKS (Please type or print legibly)

Prior to removal of the Palmer Creek Bridge both banks should be inspected by professionals competent in the fields of history and archeology to assess impact to cultural resources

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David O Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 1310 Due Date: OCT 07 1977

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( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By Jerry Marlow
ENVIRONMENTAL MANAGEMENT SECTION 9/22/77

8924 9-28-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A698(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70329

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 3 '77
REFER TO Maintenance
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-28-77	Secondary A698	County Rd. 638

GENERAL LOCATION:

"Lafayette Hwy.-Webfoot Rd. Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION TEC NTE $26,500
F.F. $22,730

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-22-77.

DATE	SIGNATURE OF AUTHORIZING OFFICIAL	TITLE
9-28-77	E. J. Walsack	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—428-787

8924

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

September 22, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: PROJECT DATA SUBMISSION
Item No. 70329
Project No. RS-A698 (1)
Lafayette Highway-Webfoot Road Section
Yamhill County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including preliminary engineering by utility forces at an estimated total cost of $28,500 with federal funds of $22,730.

A copy of the State Clearinghouse and District 3 Clearinghouse A-95 review letter of approval were previously forwarded.

DRH:sw

Attachment

cc: J.W. Sheldrake (region 2)
R. Reynoldson

MONTHLY TRANSACTION NO. 3

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 22, 1977

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (65 typewriter spaces) 21 Co. Rd., 2 mi. South of Dayton 60	ADT	PRESENT 60	FUTURE (66) 90	YEAR (70)(71) 97 (72)	REGION 10	STATE NAME Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Gr., Dr., Pave & Struc. 62	NATL. FOREST (63)(68)	FH ROUTE NO. (69)(69)	SUPV AGCY (69)	DA CLASIF. (70)	DA AREA (71)	ENERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 A698-			
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	NAME OF URBAN AREA 17-31 --					COUNTY NAME Yamhill		ROUTE NO. 5	FEDERAL-AID A-698	STATE (32) Co. Rd.	(36)(37) U.S. --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (59)	(59) (66)	(67) (78)		
5					PE		"Lafayette Hwy.- Webfoot Road Section"	0.9	26,500	22,730	3,770	
5					ROW			0.9	5,000	4,290	355	355(Co.)
5					CONST (CODE) 6201 X080			0.9	160,000	137,280	11,360	11,360(Co.)
							PROJECT TOTALS	0.9	191,500	164,300	15,485	11,715(Co.)

CARD 1	CODE 1	PREPARED BY	(16) (22)	(24) (35)	REMARKS
1	14	PROGRAM APPROVAL DATES			

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 22, 1977

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 2 mi. South of Dayton		60	90	97	10	Oregon	41	075	70329

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Struc.								RS-	A698-	(1)		

COUNTY NAME: Yamhill — CODE: 071

ROUTE NO.: S — FEDERAL-AID: A-698 — STATE: Co. Rd. — U.S.: -- — PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.9	26,500	22,730	3,770		
ROW			0.9	5,000	4,290	355	355(Co.)	
CONST 201 080		"Lafayette Hwy.- Webfoot Road Section"	0.9	160,000	137,280	11,360	11,360(Co.)	ROW - 60' min; Access Control-None; Parking Restrictions -None.
		PROJECT TOTALS	0.9	191,500	164,300	15,485	11,715(Co.)	

APPROVAL DATES — REMARKS

Lafayette Hwy. - Webfoot Road Section
Project No. RS-A 698 (1)

Existing Facility: Roadway -- Gravelled 2-way road with top width of 20 ft.

Structure -- West Fork Palmer Creek Br. No. 11796 Length 38', HC 18', H-22 loading, I-beam stringers, concrete abutments, concrete slab deck.

Adjacent Sections: East End -- Same as Roadway above.

West End -- Jct with Lafayette Hwy. (Index No. 154)

Project Data: Work under this project consist of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Right-of-way acquisition all phases including relocation assistance and payments as required.

(3a) Remove existing structure and construct a prestressed concrete slab span, Length approx. 38-ft., HC 32-ft. Detour to be constructed by county.

(3b) Grade, drain and high-type pavement on improved alignment to accomodate 2-12 ft. lanes with 4-ft. shoulders and incidental work common to this type of project.

Exceptions to Minimum Standards: None

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 1, 1977.

FHPM 4-1-4 Requirements: State clearinghouse and District 3 Clearinghouse A-95 review letters of approval dated November 3, 1976 and November 1, 1976 respectively.

FHPM 7-7-
Plan, Fe

Control o
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Note: Th

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statues and Regulations.

Control of Utilities: The state does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A state-county agreement is being prepared to comply with paragraph 6d(1) of pPM 30.4-1.

Note: This project is in Congressional District No. 1.

n top

Br. No. 11796
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(Index No. 154)

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l, 1976 respectively.

8924

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: September 8, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Lafayette-Hopewell Hwy.-Webfoot Rd.
Palmer Creek Road
Yamhill County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-12-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2: John Sheldrake
District 3: R. A. Kuehn
Region 2 Geologist: William Fretwell
B. L. Gifford

81-125-1307

8924

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 1, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project RS-A698(-)
PROJECT ASSESSMENT
Lafayette-Hopewell Hwy.-Webfoot Rd.
Palmer Creek Rd.
Yamhill County

FROM: G. L. Green, Divisio n Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 15, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for William H. Kappus
G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 2, Env.)

RECEIVED
STATE HWY ENGR
SEP 7 '77
REFER TO
Dochring
FI.
Info | Instr. | R/D | D.H. | Sig. | Alt. | File

8924

Form 81-734-3019

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Palmer Creek Bridge — Date July 12, 19 77

Highway Salem-Dayton No. 150 — Authorization No. 1

County Yamhill — Survey Prefix 136-1458 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is MP 0.53 which point is 800' westerly of the bridge. The easterly terminus is MP 0.84. Length 0.31 miles.

This is a Special Bridge Replacement Program Project.

Purpose of survey:

Prepare plans, specifications and cost estimate to replace existing Palmer Cr. Bridge No. 1470.

Estimate of cost:

Field	901	15,000	Utility	914	200
Citizen Part	902	200	Liaison	913	500
Plans	905	1,000	Hydraulics	918	500
Str. Design	906	9,000	Specifications	921	900
R/W	909	1,000	Environmental	923	500
Soils	910	2,500	Found. Expl.	926	2,500
Traffic	911	200	Hearings	980	1,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $58,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: Don Thornton, Field Engineer

For Loren Weber

Recommended for Approval: Robert E. Royer, Regional Engineer

Recommended for Approval: Frank E. Popin, Location Engineer

Approved: E.S. Hunter, Deputy ~~Assistant~~ State Highway Engineer

STATE PE [X] CONST [ ]

FED-AID PE [ ] CONST [X]

FHWA APPR.

SP*10750-754

8924

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

June 9, 1977

FROM: Adele L. Egan
Right of Way Office Manager

TO: Perry Crosley, Acting
Region 2 R/W Supervisor

SUBJECT: Right of Way Services Agreements
#60, #61, Linn County
#62, #63, #64, Yamhill County

Enclosed are originals and/or xerox copies of the subject agreements signed by Mr. Boyd June 1 so that you may transmit them to the proper County officials. A copy is also included for your records.

If these are to be a Federal-Aid Project, a prefix will be assigned after programming. If not, we will secure a prefix for you.

AE
mp
Enc.

cc: Cecil Head, w/orig.
Bob Warberg, w/c
Co-City, w/c
Title, w/c
Relocation, w/c

NOTED
C. W. HEAD

8924

Mr. Rod J. Henry
Region 2 Right-of-Way Supervisor

February 4, 1977

George N. Hopkins
Local Government Programs Engineer

Right-of-Way Acquisition
Yamhill County

Attached is correspondence from Phil Stearns, Region 2 Federal Aid Engineer, relative to Yamhill County's request to program right-of-way acquisition for federal participation on the county's three FAS-C projects. I realize that field surveys are not underway and that right-of-way requirements are not known at the present time; however, when these two factors are resolved, please submit an estimate of the total acquisition costs for each project so that we can program the proper amounts with FHWA.

GNH/RHP:sch

Attachments

cc w/att: J. B. Boyd
Phil Stearns

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

ORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 1, 1977

FILE:

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

TO: George N. Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

SUBJECT: Gopher Valley Road
Willamina Cr. Rd.,
Palmer Creek Rd.
Yamhill County

Attached are letters from County Engineer Dennis West regarding right-of-way acquisition for projects on subject County Roads.

Mr. West ~~Grafe~~ expresses the desire for Federal Aid funding for right-of-way purchase.

Please take appropriate action to program right-of-way acquisition for these projects with the FHWA.

POS/elf

Attach.

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
FEB - 1 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

COUNTY ENGINEER
Dennis R. West

January 25, 1977

Mr. Phillip O. Stearns
Region Federal Aid Engineer
East State Highway Building
Salem, Oregon 97310

Subject: Proposed FAS-C Project
Lafayette Hwy. - Webfoot Road Section
Palmer Creek Road (M.R. No. 33)
FAS-C Hwy. No. A698 (Old FAS-C #888)
Yamhill County

Dear Mr. Stearns:

This letter is to clarify the request of Yamhill County in reference to the necessary right of way acquisition program on thessubject project.

Yamhill County desires to employ the State of Oregon, by and through its Department of Transportation, Highway Division, to perform right of way services in the acquisition phase and other phases preliminary thereto for the proposed subject project.

Yamhill County does hereby request that all right of way acquisition costs on the subject project be included for Federal Aid participation.

Sincerely yours,

Dennis R. West
County Engineer

DRW/kc

cc: Board of Commissioners

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB - 1 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

89.

8924

November 15, 1976

Yamhill County Board of Commissioners
Courthouse
McMinnville, OR 97128

Attention: Wanda Catt
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5867

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Lafayette Highway-Webfoot Road section of the Palmer Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

cw
Att.

bc Don Harwell (agreement att.)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

8924

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

Linn Co.

APPLICANT: Oregon Highway Division

PROJECT TITLE: Dist. #3,FY'77 Annual Program Projects (#70329, 70424, 70422, 70328, and 70327)

DATE: November 3, 1976

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 480

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9-29-76
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
STATE SOIL AND WATER CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7610 2 400 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

District 3, FY77 Annual Program Projects for Review

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Yamhill SWCD recommends that: all roadside ditches and cut banks be constructed with slopes suitable for aseeding with adapted plant materials to prevent soil erosion, and suitable for maintenance by mowing or flailing; that constuction sites be protected from erosion and sedimentation until plant materials are established and that excess or side-cast soil material be kept out of flood prone areas and protected by seeding to adapted species. Where road projects adjion cropland, provisi should be made to protect any existing underground drains.

Agency Soil & Water By Charles V. Like DB

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT 12 1976
OCT 21 1976

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Anthony J George L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Earl A. Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVT. RELATIONS DIV
OCT 25 1976

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will require a Division of State Lands' fill permit. At that time, agency policy and stipulations will be developed.

Agency Fish & Wildlife By William E. Petersen
ENVIRONMENTAL IMPACT SECTION 10/22/76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
OCT 12 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Donna Happ for John Gustafson

Form 81-934-2020 8924

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lafayette Hwy. - Webfoot Road

Highway Palmer Cr. Road (Market Road #33) FAS A698

County Yamhill

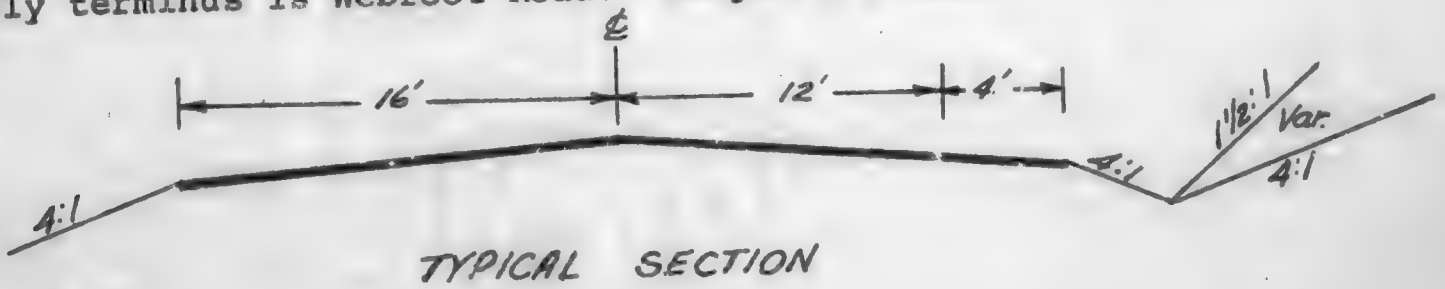
Date October 8, 1976

Authorization No. 1

Survey Prefix 536-1957 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the Lafayette - Hopewell Highway. The easterly terminus is Webfoot Road. Length 0.9 mile.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for grading, paving and bridge replacement.

RS-A698(1)

Estimate of cost:

Field	901	10,000	Liaison	913	300
Citizen Participation	902	200	Utility	914	100
County	903	500	Hydraulics	918	500
Final Design	905	1,000	Specifications	921	500
Bridge	906	8,000	Environmental	923	200
R/W	909	500	Found. Expl.	926	3,000
Soils	910	1,500			

Total estimated cost of survey . . . . . $ 26,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: James E. Chaney
for W. Mueller
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Deputy State Highway Engineer

EP*15760-734

9-28-77
FAS-C

8924 Item: 70422, 70424, 70327, 70328, 70329

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: District 3,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

(#3)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	[18] APPLICANT: State Highway Division	[45]	[46] DIVISION: Department of Transportation			[79]
03	[18] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310	[80]
04	[18] CONTACT PERSON: L. W. Rulien	[45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563	[59]
01	[18] PROJECT TITLE: District 3, FY 77 Annual Program Projects for Review					[71]
11	[18] PROJECT LOCATION—CITY: See Attachment		PROJECT LOCATION—COUNTY: Attach.		PROJECT LOCATION SEC: T: R: Attach.	[79]
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					[71]
06	[18] Please refer to the attached information covering proposed construction projects					[71]
07	[18] which funds are anticipated to be obligated during the fiscal year October 1 -					[71]
08	[18] September 30, 1977. Item 70422, 70424, 70327, 70328, 70329.					[71]
09	[18]					[71]
10	[18]					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[18] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	629,500	-	51,250	51,250	-	732,000

13	[18] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79]
			[71]
14	[18] FEDERAL PROGRAM TITLE: Title 23 USC Highways		
15	[18] FEDERAL AGENCY NAME: U.S. Department of Transportation [45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No ☐ 30 Date: 9-29-76	Yes [X] 31 No ☐ 32	Yes ☐ 33 No [X] 34	Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42]	43] DAY [44]	45] YEAR [46]
	October	25	1976

ADDITIONAL INFORMATION--ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

District 3

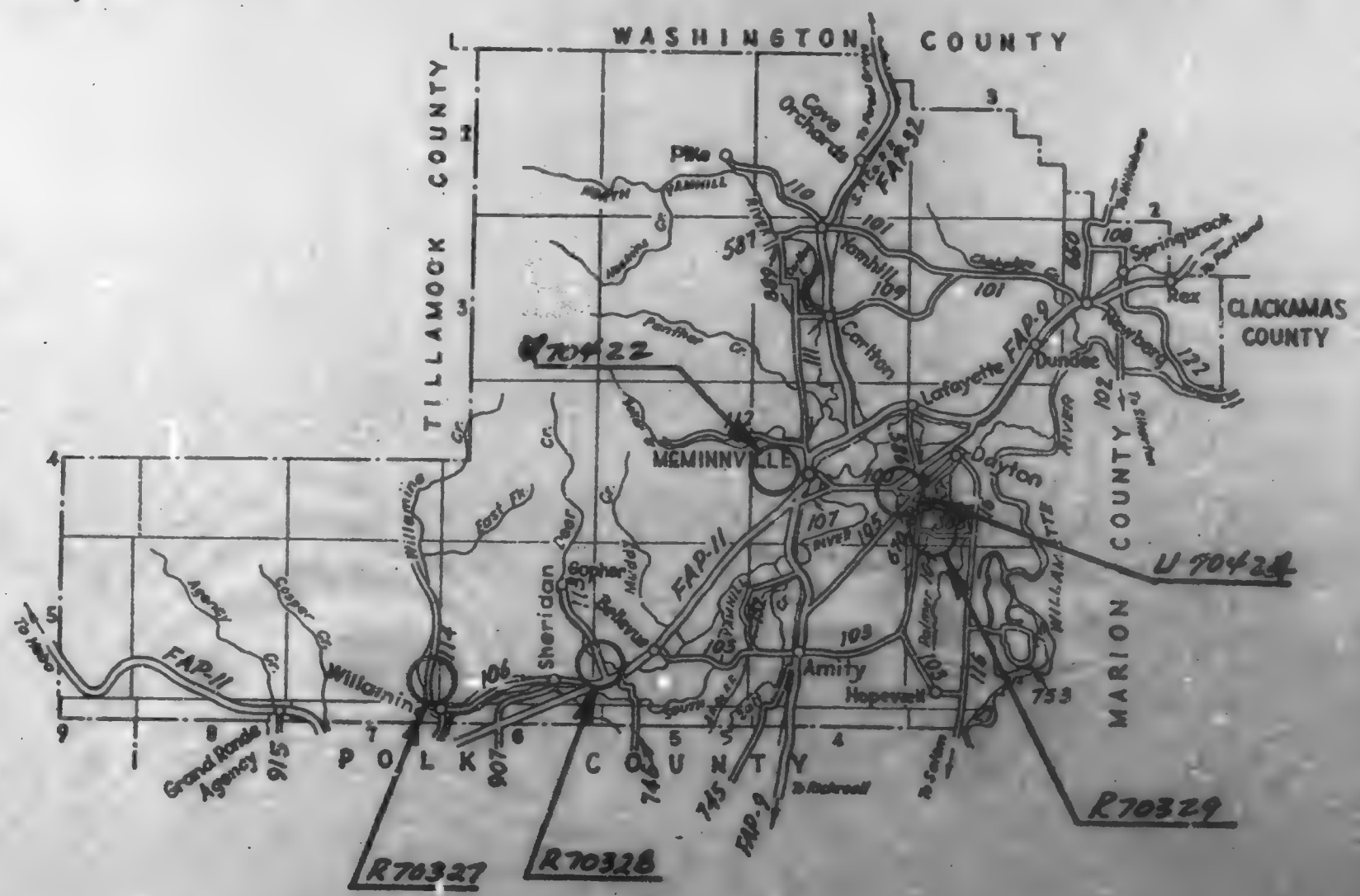
YAMHILL COUNTY

FAS SYSTEM

Scale 0 2 4 MI. Jan. 1964

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road



8924

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

AGENDA
SEP 2 81976

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nusscm Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/ Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc G. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

8g a 4

1-13-76

YAMHILL COUNTY
Proposed FAS-C Project

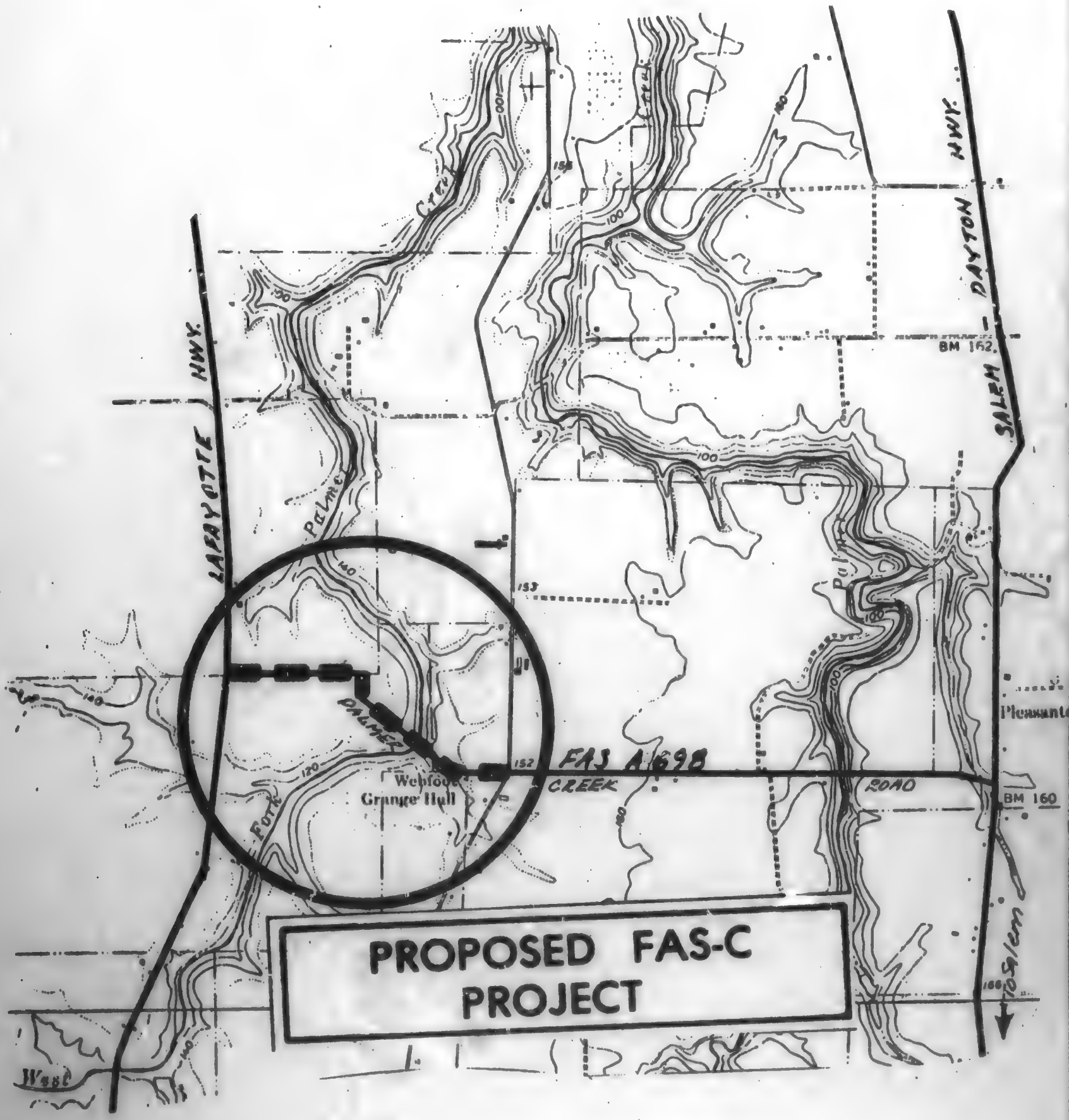
Lafayette Highway-Webfoot Road Section
Palmer Creek Road, Market Road No. 33
FAS A698
Grade, gravel, surface and structure; 0.9 mile
$160,000

Construct 0.9 mile of gravel surface roadway with a 28-foot top width, plus a structure over west fork Palmer Creek 40 feet long with a 28-foot roadway. All construction to be done by contract.

Additional right-of-way will be required and a public hearing will be offered.

The State will perform all engineering plus right-of-way negotiations and acquisition for the county.

76-f
9/13/76


SALEM - DAYTON HWY.
LAFAYETTE HWY.
BM 162
BM 160
FAS A698
CREEK
ROAD
Grange Hall
PROPOSED FAS-C
PROJECT

COUNTY ENGINEER
Dennis R. West

January 30, 1976

Mr. Phil Stearns
Region II Federal Aid Engineer
East State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

Subject: Proposed Palmer Creek Road Project, FAS No. ~~888~~ 4698, Yamhill County.

Enclosed herewith please find a request for a County Road FAS-C project. This project is located on Palmer Creek Road, Market Road No. 33, (FAS No. ~~888~~ 4698) in Yamhill County, Oregon. The proposed project consists of construction of a new structure on existing alignment where the roadway crosses the West fork of Palmer Creek.

It is desired that as much of the existing roadway surface can be utilized as possible in the new or completed project. Most of the work that is anticipated as part of the road construction would be increasing the surfacing materials to the new surfacing design and widening the shoulders and providing adequate base for those shoulders.

There are two existing curves near the middle of the project just West of the vicinity of the West fork of Palmer Creek which are extremely sharp. It is hoped that this reverse curve can be eliminated by extending the tangent back to intersect with the Westerly portion tangent. We do request a deviation from the State Highway Standards for the type and amount of traffic on this road and recommend that the Federal Regulations printed in 1969 be followed which will permit the installation of ten to twelve degree curves at the intersection of these two tangents. The County feels that the ten degree curve is the only one that is economically feasible to be constructed at that location considering the LCDC goals for conserving agricultural lands whenever and wherever possible. We feel that this would provide the least environmental impact to the area if this deviation is allowed. There will be less objection from the property owners if this curve is used

RECEIVED
COUNTY & CITY SECTION
FEB 10 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ DE ☐ RE ☐ UPE ☐

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

rather than that dictated by the State Highway Standards.

This project will require some additional right of way. There are no anticipated problems with acquiring this additional right of way if the ten degree curve is used.

The County desires that the right of way acquisition, negotiation, etc. and the preliminary engineering and design be performed by the State and that these items will be included in the Federal matching moneys for the total project.

I've also enclosed a small scale vicinity map to locate the proposed project as part of the application. If you have any further questions or need additional clarification on this project, please contact this office.

Respectfully submitted,

Dennis R. West
County Engineer

DRW/kc
Encl.

cc: Yamhill County Board of Commissioners

8924

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Yamhill FAS No. 888 Date January 30, 1975
County Road Name Palmer Creek Road, Market Road No. 33
Section Name Lafayette-~~Hopewell~~ Highway-Webfoot Road
Type of Project Grading and Paving
Location of Project (Attach sketch map)
ADT 60 (1974) Design Speed 55

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type crushed rock (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 20'

2. Shoulders: Type crushed rock (AC, Pug Cold Mix, Oil Mat) Width Each Side included in above Total Top Width 20'

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes X No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
N/A
Width between curbs N/A

Cost	Total	Fed	State	County
	160,000	137,600	11,200	11,200
		1976		1996
ADT		60		120
DHV		10		20

RECEIVED
COUNTY & CITY SECTION
FEB 10 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ RPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population X Area exempt from bike law_____
What is desired width of trail or walkway N/A ft.
What type of surface treatment is desired N/A
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes N/A No_____
What type of separation from roadway will be used? N/A
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes N/A No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No_____

12. Will replacement be by: County_____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No X

14. Will County adjust structure to additional width? Yes____ No X

15. Will adjusted width be standard? Yes N/A No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes X No_____

17. Does County wish sight posts installed? Yes X No_____

18. Does County wish State to permanently stripe project? Yes_____ No X

19. Will County do striping? Yes X No_____

20. Does County wish guardrail installed? Yes X No_____
By County_____ Contractor X
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control?
By seeding and mulching
By rock blanket
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)
Yes X No_____
Yes X No_____
Yes X No_____

22. Can road be closed during construction? Yes X No_____

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by County? Yes X No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No X

27. Will County sign project outside work area during construction?
Yes X No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No X

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream West Fork Palmer Creek

2. Name of bridge Br. No. 11796

3. Dimensions of existing bridge. Length 38' Roadway Width 18'

4. Type of design and material used in existing bridge. H-22 loading, I-beam stringers, concrete abutments, concrete slab deck

5. Location (please attach map with location marked):_____
Section 32 Township 4 South Range 3 West W.M.

6. Desired width of proposed bridge 32' Approx. length 38'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) concrete piling, concrete pile caps, prestressed concrete slabs
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain Bridge to be constructed by contractor as portion of contract

10. Foundation Testing: By County? Yes_____ No X
By State? Yes X No_____

11. Will County close road during construction? Yes X No_____

12. Can presently established road be used as detour? Yes_____ No X

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes X No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction?
Yes X No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No X

18. Approaches or Connections by County Yes_____ No X
by Contractor Yes X No_____
Traveled surface: Type AC Width 24'
Shoulder surface: Type AC Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes_____ No X
Both sides? Yes X No_____ where applicable

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes_____ No X
Use for detour? Yes_____ No X
Removed by County? Yes X No_____
Removed by Contractor? Yes_____ No X
Salvaged by Contractor for County? Yes_____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? Yes_____ No X
By Contractor? Yes X No_____

23. **Will any of the following utilities be attached to this structure?**
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities:_____

24. **Does County wish provisions made for future utility attachment to structure?** Yes_____ No X

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No X

26. **Does County wish complete job of illumination in project?** Yes_____ No X

27. **Is project contingent upon other factors?** Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No__X__
   By County? Yes_____ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No__X__
   By County? Yes_____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes__X__ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 50' Minimum 40'

2. Is any additional right-of-way needed? Yes X No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed X

4. Should State prepare options? Yes X No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? N/A Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes N/A No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes N/A No_____

10. Is a hearing necessary? Yes X No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
    If yes, give type and name of utility company: Continental Telephone Company of the Northwest and Portland General Electric

13. Are utilities on existing right-of-way by permit yes or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline N/A Siding _____ Total _____

18. Sight Distance: N/A (Left) _____ (Right)

19. Number of Trains: Passenger N/A Speed _____
Freight _____ Speed _____

20. Angle of Intersection: N/A

21. Type of Existing Crossing: Grade N/A _____
Overcrossing _____
Undercrossing _____

22. Existing Protection: N/A
Advance warning signs _____ Automatic flashing _____ Stop signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc.
N/A Yes _____ No _____

25. Will railroad crossing be altered: Yes N/A No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes _____ No X
By County? Yes X No _____
By State at County expense? Yes _____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No X
By County? Yes X No _____
By State at County expense? Yes _____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes N/A No _____

29. Will P.U.C. application be made by State N/A or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry yes Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: several in/ Section _____ Township _____ Range _____ W.M.
vicinity

4. If County lease, what are royalty payments? N/A

5. Materials furnished by County: Borrow _____ Select Topping _____
No materials furnhished
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 160,000.00

2. Available FAS Funds $ 583,768.00 includes maching money

3. Does County wish advancement of future Federal funds? Yes _____ No X
Amount _____

4. Date match money is available July 1, 1976

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ N/A

7. Date County requests letting: As Soon As Possible

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Colin Armstrong
County Judge or Comm. Chairman

By Ted Lozanoski
County Commissioner

By _____
County Commissioner

By Dan R Rust
County Engineer or Roadmaster

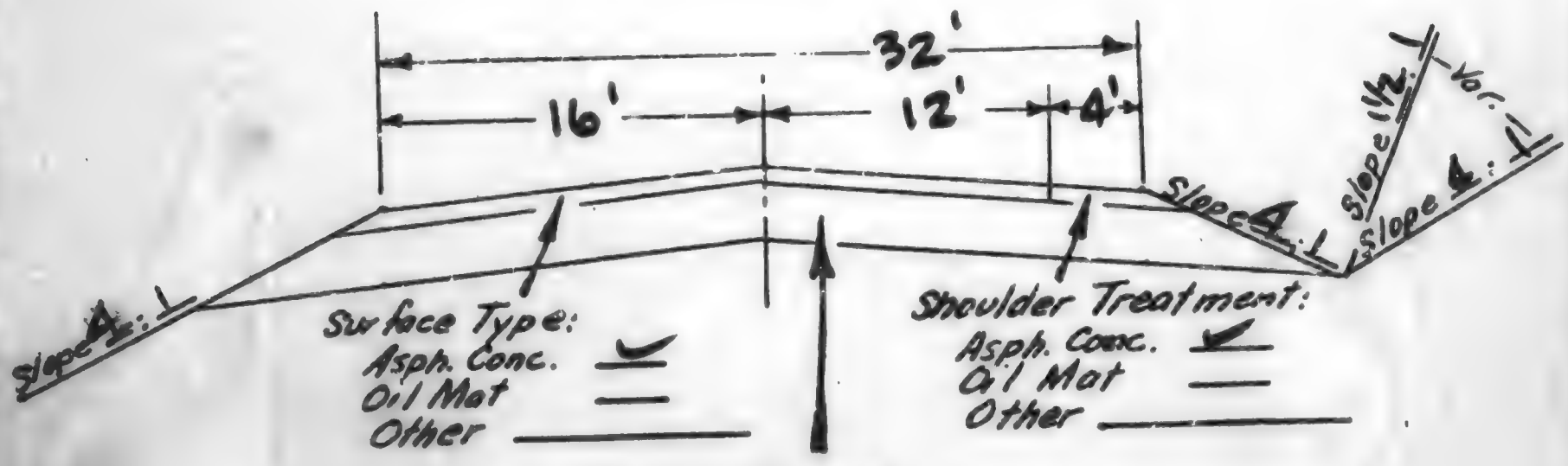
County Yamhill

Date February 3, 1976

_____
O.S.H.D. Field Engineer

Date _____

TYPICAL SECTION



Surface Type:
Asph. Conc. ✓
Oil Mat —
Other —

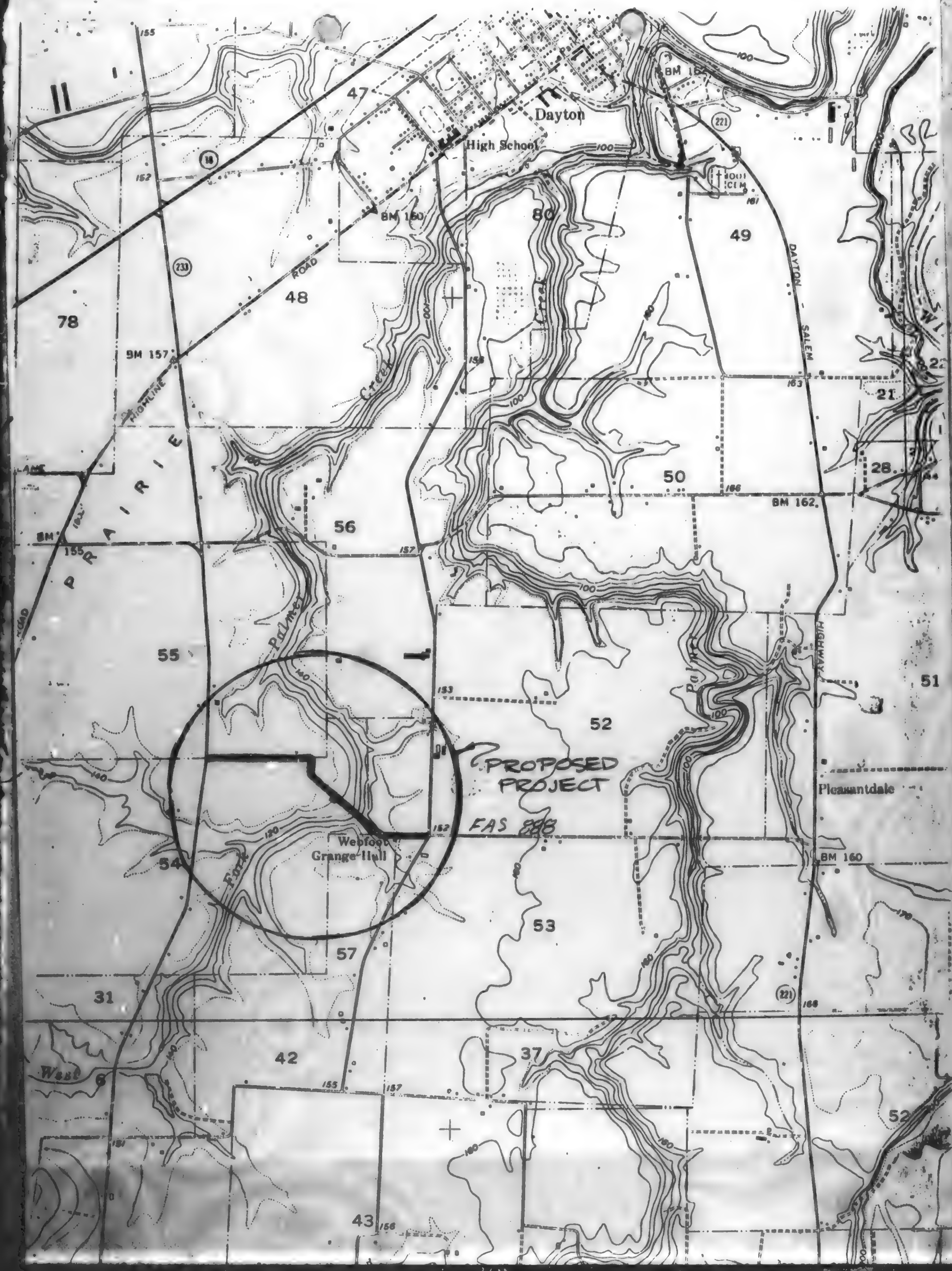
Shoulder Treatment:
Asph. Conc. ✓
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone ✓
Asph. Treated —
Cement Treated —

No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Foot paths:
Asph. Conc. —
Gravel —

Curbs:
Type "C" —
Curb & Gutter —
Other —


Dayton
High School
Park
BM 162
BM 160
BM 157
BM 155
BM 162.
BM 160
Webfoot
Grange Hall
Pleasantdale
PROPOSED
PROJECT
FAS 888
DAYTON - SALEM
HIGHLINE
ROAD
PRAIRIE
Creek
Palmer
West
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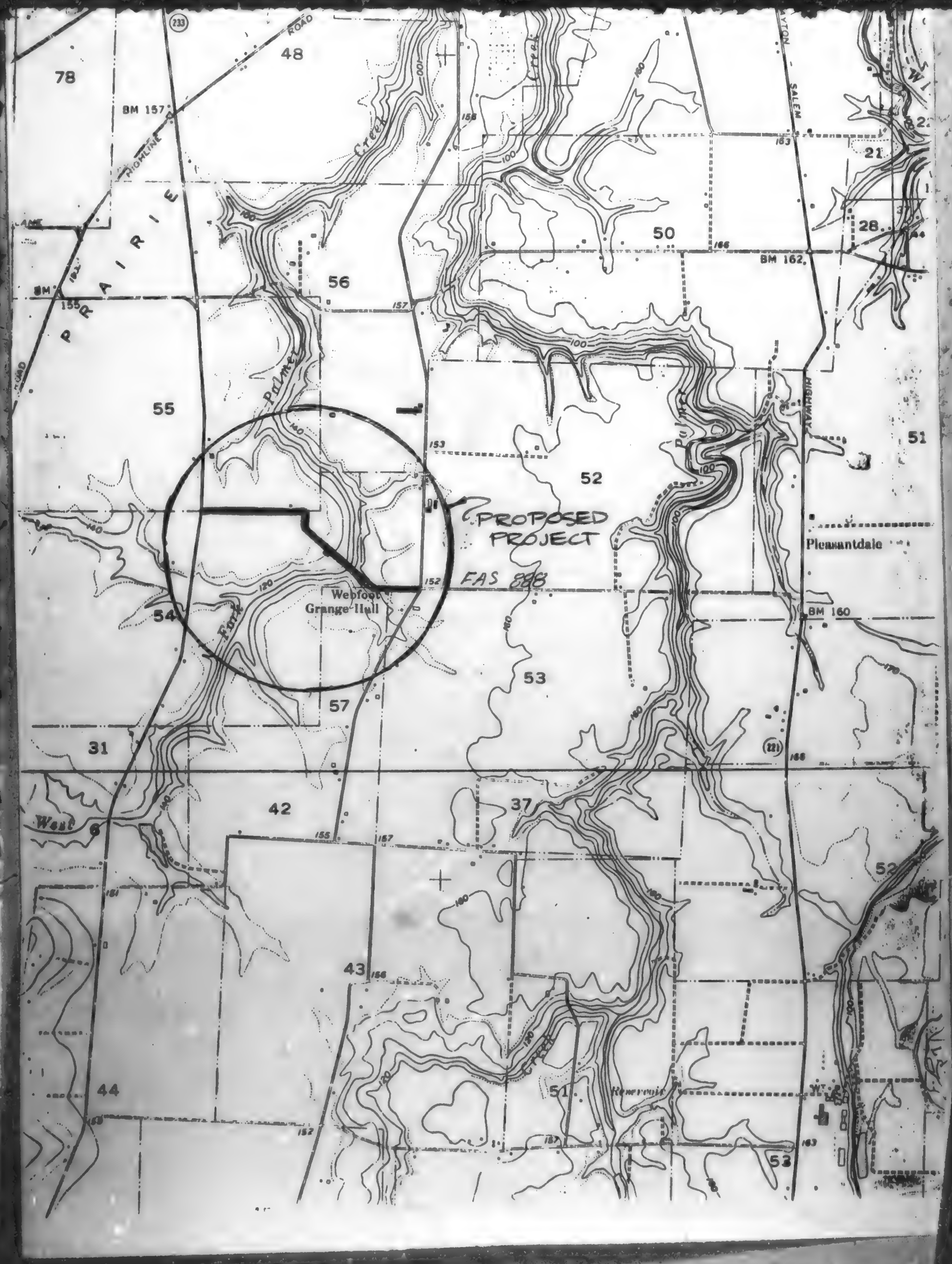
PROPOSED PROJECT
FAS 888
Webfoot Grange Hall
Pleasantdale
PRAIRIE
Palmer
Fork
Creek
HIGHWAY
SALEM
BM 157
BM 162
BM 160
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West

1979 Lone Rock Jct.-Rock Creek 8925
Sec. of Wasco-Heppner Hwy.
(Oiling)

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

f of the Commission and under authority delegated to me
t contracts completed according to specifications, I
the following:

or and ct No.	Section and County	Acceptance Date
Asphalt & Co.,	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Asphalt & Co.,	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
ilding,	Brookings (Wharf St.), Curry County	January 7, 1980
ns Paving, Inc.,	Columbia County Line-Buxton, Washington Co.	January 7, 1980
te-Western o. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
ntiam o., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Const., Inc.	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
nstruction, . 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
h Const. Co.,	Jantzen Beach Information Center, Multnomah County	January 17, 1980
ntiam Sand & Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.- Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.- Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

8925

January 7, 1980

The American Insurance Company
2911 Second Avenue
Seattle, WA 98121

COW 3
Contract #8925

Gentlemen:

Contract No. 8925 awarded to Superior Asphalt & Concrete Company for oiling on the Lone Rock Junction-Rock Creek Section of the Wasco-Heppner Highway in Gilliam County was completed on August 28, 1979, and accepted by the State Highway Engineer on January 3, 1980.

Final payment in the amount of $10,476.04 will be released to the contractor after January 14, 1980. The total contract amount is $190,612.24, including $1,964.84 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dwa

cc: American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Superior Asphalt & Concrete Co.
2300 E. Beech Street
Yakima, WA 98909

NOTED
R.W. GORMSEN

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
Dale Allen

8925 300

NARRATIVE REPORT

12-17-79

Wasco - Heppner Hwy.
Gilliam County
J.S. Sawyer, Resident Engineer

LONE ROCK Jct.-ROCK CREEK
Contract #8925
Prefix # 111-1116

The Lone Rock Jct.-Rock Creek project was awarded to Spuerior Asphalt & Concrete Co., Yakima,Washington May 3, 1979.

Jarl Construction, doing Highway grading and oiling under State Contract #8782, was occupying the prospective material source during the life of the contract. Superior Asphalt Co. purchased aggregates for the asphalt macadam from Jarl Construction, who stockpiled the aggregates at the Westerly terminus of the project. Jarl manufactured aggregates simultaneously for their project (N. Unit, Condon-Thirty Mile Cr.) and Superiors, over lapping resulted in the testing and test results reports.

The contractor began mobilizing August 13, with the delivery of some equipment and installation of Temporary Signing. Actual construction of the 0-11 Macadam began August 15 at the Easterly end of the project with the first and second courses. A thunder storm of considerable intensity, accompanied by a water spout hit the project late in the afternoon of August 15 and work was discountinued to allow State Maintenance Forces time to assess damage to the Highway and make repairs. Construction resumed August 20 and continued unbroken to the completion of the 0-11 Macadam construction, August 28.

A field decision was made to extend the project 700 feet West to Avoid ending the project in a curve. This added 1980 SqYds to bid item No. 2.

As directed by the Construction Section (See Jim Wilson 6/13/79 & C.T. Keasey 6/14/79letters.) revised application rates for Construction of the 0-11 Macadam were made a part of the contract by Price Agreement No. 1.

It was our experience during construction that the application rate of .025 CuYd/SqYd for the 1½"-3/4" was excessive. No spreads were recorded where the rate of .025 was reached. A few spreads did reach .023 CuYd/SqYd. but this appeared excessive and there was evidence of some "stacking", resulting in a less than accepatble coating of the 1½"-3/4" aggregates by the second shot of AR-2000. Best results were obtained on the 1st and 2nd spreads where the application rate for 1½"-3/4" was held near .022 CuYd/SqYd (the old rate) and the 3/4"-1/2" at .012 CuYd/SqYd which was .001 CuYd/SqYd greater than the new rate of .011 CuYd/SqYd.

The new application rates for the asphalts in the various spreads appeared adequate yet not excessive. The rates for the 1/2"-1/4" and 1/4"-#10 in the 3rd spread and seal also appeared to be about right.

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Anderson
2 Christensen
Olson
6 Sullivan copy
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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Action

As alluded in an earlier paragraph, some section of the Highway within the limits of the project received damage from flooding August 15. Except for damage to the 1st and 2nd spreads of the 0-11 Macadam, near the Easterly end of the project, roadway damage was repaired by State Maintenance Forces. Damage to the new Macadam, Engineers sta. 317 - 326, was repaired by the Contractor on Force Account, Extra Work Order No. 1, at a cost of $2,013.00.

Permanent striping was performed under State Forces Order No. 1.

A summary of the project costs are;

	Original	Estimated
Contract Items	$164,480.00	$168,123.00
Contingencies	$ 7,491.00	$ -0-
Anticipated	$ 2,000.00	$ 2,000.00
Change Orders	$ -0-	$ 19,425.00
Force Account	$ -0-	$ 2,013.00
Engineering	$ 14,983.00	$ 14,900.00
Total	$188,954.00	$206,461.00

Extending of the project, revised application rates for liquid asphalt / aggregates and flood damage repair will result in a overrun of 9% of the Original Authorization.

Statement of Overruns & Underruns

Lone Rock Jct.- Rock Creek

Wasco - Heppner Hwy

Gilliam County

Contract 8925

page 1

Item	Original Amount	Semi-Final Estimate	Percent + or -
Contract Bid Items	$164,480.00	$168,123.20	+2.3%
Anticipated Items	$ 2,000.00	$ 2,000.00	-0-
Contingencies	$ 7,491.60	$ 21,438.00	+286%
Engineering	$ 14,983.20	$ 14,900.00	-0.6%
Total	$188,954.80	$206,461.20	+9.3%

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DEC 17 1979
ROAD DESIGN SECTION

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Action

BID ITEMS

Item#	Item	Unit	Contract Quantity	Final Quantity	Percent = or -
001	Temporary Protection & Direction Of Traffic	Lump Sum	All	All	-0-
002	0-11 Asphalt Macadam extended westerly end of project to avoid terminating in a curve	Sq.Yd.	84,500	86,480	+2.3%

PRICE AGREEMENTS

30101	Increase Bituminous material in 0-11 macadam	Sq. Yd.		86,480	-0-
30201	Extra for Temporary Protection and Direction of Traffic	Lump Sum		All	-0-

PA 1-2: Application rates for the Asphalt Macadam were increased at the direction of the Construction Section.

EXTRA WORK

801 Repair damage to 0-11
Repair necessary due to flooding

STATES FORCE ORDER

92001 Permanent Stripping

8925

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lone Rock Jct.-Rock Cr.	WEEK ENDING: November 24, 1979	
	SECTION PREFIX: 111-1116	
HIGHWAY: Wasco-Heppner	COUNTY: Gilliam	
NAME OF JOB: Lone Rock Jct.-Rock Cr.	KIND OF WORK: Oiling	
CONTRACTOR: Superior Asphalt & Concrete Co.	CONTRACT NUMBER: 8925	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 3, 1979	DATE WORK STARTED: August 13, 1979	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 188,954.80	SPECIFIED COMPLETION DATE: September 15, 1979	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 173,971.60	ENGINEERING AUTHORIZATION $ 14,983.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 189,550.60	ENGINEERING COST TO DATE $ 11,230.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 9 %	PERCENT OF AUTHORIZATION: 75 %	DATE PROJECT WAS COMPLETED: August 28, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				6.0	
MILES PARTIALLY COMPLETED				6.0	
MILES COMPLETED				6.0	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				84,500 Sq Yds	
TOTAL QUANTITIES CORRECTED TO DATE				84,500	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				84,500	
AVERAGE DAILY QUANTITIES				0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	
NUMBER OF SHIFTS PER DAY				0	
HOURS PER SHIFT				0	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	N/A	N/A		
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 26 1979
CONSTRUCTION BRANCH

Keasey, Richards, Jedmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	No activity, project is complete.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final is being prepared, estimate submittal November30.

SIGNED J.S. Sawyer LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-0210

8925

DATE: April 10, 1979

TO: Oregon Transportation Commission

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the April 17 meeting will be a request for approval of a resurfacing project. This project is not on the Six-Year Program and would be funded with state dollars.

The severe winter weather has created an urgent need to resurface the Lone Rock Road-Rock Creek Section of the Wasco-Heppner Highway.

It is desired to let bids on this project in April. The estimated cost of the six mile resurfacing project is $156,000.

I recommend your approval of the project.

PU:dmc jh

bc: F. B. Klaboe
C. W. Head
L. W. Rullen
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
M. E. Schwartz
George Bell

1979 Madras/Prineville Hwy.- 8926
Cglver Hwy. Sec. of The Dalles-
Cglif. Hwy. (Paving & oiling)

8926

February 12, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CCH 5
Contract #8962

Gentlemen:

A post-final payment for $142.42 will be made to R. L. Coats on Contract No. 8926 for paving on the Madras-Prineville Highway-Culver Highway Section of The Dalles-California Highway in Jefferson County as soon as the warrant is prepared.

The total amount paid on this contract will be $868,393.57 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: R. L. Coats
61285 Skyline Ranch Rd.
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

8926

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.- Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.- Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

8926

January 28, 1980

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

COM 3
Contract #8926

Gentlemen:

On January 24, 1980, we wrote to you concerning release of final payment on Contract No. 8926 awarded to R. L. Coats for paving on the Madras-Prineville Highway-Culver Highway Section of The Dalles-California Highway in Jefferson County.

Final payment on this contract is $41,181.58 and the total contract amount is $849,453.15. No work was performed under force account.

Sincerely,

Robert W. Gernaen
COMMISSION SERVICES

dms

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Kenney
Walt Hart
Dale Allen

7926

FORM 734-3301

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Madras/Prineville Hwy.- Culver Hwy.		WEEK ENDING: Dec 21-79
		SECTION PREFIX: 16-1111
HIGHWAY: The Dalles - California		COUNTY: Jefferson
NAME OF JOB: Madras/Prineville Hwy.- Culver Hwy.	KIND OF WORK: Paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 8926	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 10, 1979	DATE WORK STARTED: July 11, 1979	ESTIMATED COMPLETION DATE: September 2/ 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 119
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
PROJECT AUTHORIZATION: $1,031,063.51	ENGINEERING AUTHORIZATION $81,758.34	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $949,305.17	ENGINEERING COST TO DATE $28000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 85
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $851,706.28	PERCENT OF AUTHORIZATION 34%	DATE PROJECT WAS COMPLETED: Sept 21-79
ESTIMATED PERCENT: UNDERRUN 10 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			770 CY	8 300 T			45 600 T
TOTAL QUANTITIES CORRECTED TO DATE			0 CY	7971 T			45134 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			0 CY	7971 T			45134 T
AVERAGE DAILY QUANTITIES			0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0			0
NUMBER OF SHIFTS PER DAY			0	0			0
HOURS PER SHIFT			0	0			0

EQUIPMENT USED DURING THE WEEK: None 0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
DEC 24 1979
CONSTRUCTION BRANCH

Keasey, Richards, Jackmond, Berg, Hopkins, Miles, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Dec SUNDAY	
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	Meeting with R.L Coats & Region office on compaction and finishing Shr. Matl.
THURSDAY 20	
FRIDAY 21	
SATURDAY	

REMARKS

Submitted Semi-final Estimate to Region

Dec 21, 1979

Final Weekly Report

SIGNED W. K. Roberts LOCATION Bend OR 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8926 4

Salem, Oregon
April 23, 1979

Lyle Watson for

Duane O. Christensen
Final Design Engineer

Donald E. Shaffer
Bicycle Route Engineer

Jct. Madras-Prineville Hwy.-
Jct. Culver Highway
The Dalles-California Highway
Jefferson County

Consideration for paving all of the approaches was made and reviewed with the Regional Engineer. This was a State funded project to overlay the existing highway damaged by the recent winter weather. Since the funds for this type of work are limited, the extra costs for paving the approaches was deleted.

1 Verstoeg
Anderson
Christensen
Olson
Sullivan
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RECEIVED
APR 23 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

LKW:eb

8926

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 13, 1979

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Junction Madras-Prineville Hwy.
Junction Culver Highway
[redacted] Highway
Jefferson County

I disagree with the recommendations of W. W. Robertson concerning the paving of road approaches. Gravel road approaches are a constant headache to the bicyclist. The gravel is always on the adjacent shoulder which cannot be kept clean by our maintenance crews. Give the maintenance crews and the bicyclists a break and pave all road approaches and driveways a reasonable distance back from the edge of the pavement.

DES:ge

REFERRED TO
Beard Stoudenmayer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Wrote memo in answer limited funds, repairs winter damage etc.

Versteeg
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APR 18 1979
ROAD DESIGN SECTION

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Bring Up /
Action

8926

DATE: April 3, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the April 17 meeting will be a request for approval of a State overlay project. This project is not on the Six-Year Program.

The severe winter weather has created an urgent need to overlay the Madras-Prineville Highway/Culver Highway Section of The Dalles-California Highway.

It is desired to let bids on this project in May. The estimated cost of this 8.3 mile overlay project is $1,350,000.

I recommend your approval of the project.

HH:dmc jl

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
Dale Allen
George Bell

8926 4

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: Lyle Watson
Design Group Engineer

DATE: March 27, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Jct. Madras-Prineville Highway-Jct. Culver Highway
[redacted]
M.P. 97.20 to M.P. 105.73
Jefferson County

We have reviewed the accident history on the subject section of highway. At this time, we can locate no problem areas on this section. The 1977 accident rate on this section was 1.43 accidents per million vehicle miles which is identical to the statewide average accident rate for this type of highway.

L. E. George
Traffic Engineer

DW:cs

REFERRED TO
Beard Steudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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RECEIVED
MAR 28 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8926

FORM 61.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

March 19, 1979

FILE: 16-1475

FROM: Jerry C. Thackery
Region Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Jct.Madras-Prineville Hwy,
--Jct. Culver Highway
~~The Dalles/Cal. Hwy~~
Jefferson County

Attached for your review find a partially complete location survey on the above subject section. The formulation of this data has been expedited as discussed in March 9 Salem meeting with Mr. Coulter. It was agreed at that time that due to the severe winter damage of this section, location work would be compiled and submitted as to allow the earliest possible contract letting date.

The Resident has indicated he has some field and office work left to do concerning the length of guardrail runs off the bridge ends. Some embankment work may be required to accommodate the flare sections. This information should be available soon.

Find supporting data as follows:

1 - roll Plan and Provile
1 - ~~Envelope~~ Location Engineer's Narrative Report
1 - ~~Envelope~~ Location Engineer's Statement
~~1~~ 2 - ~~Envelope~~ Quantity Summary and Cost Estimate
1 - each Surface calculations.

JCT:pw
Enclosures
cc: W.W.Robertson

RECEIVED
MAR 30 1979
LOCATION
SECTION

To Christensen 3-20-79

279 Odell Lake Rock Prod. 8927
on Willamette Hwy.

5440 #3927

L.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

FILED
JUN 30 1980
NORMA PAULUS
SECRETARY OF STATE

June 27, 1980

RECEIVED
JUN 30 1980
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
JUL - 1 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Northwest Explosives
P. O. Box 633
Madras, OR 97741

Attention: Raymond A. Curran
Regional Manager

OCR 5
Contract #3927

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated June 23, 1980, indicating that Kay Taylor, Inc., prime contractor, and Continental Crushing Company, subcontractor, owes you for material in the amount of $2,592.07.

The claim states this is in reference to the Kay Taylor, Inc., Contract No. 3927 for the Odell Lake Rock Production Project in Klamath County.

We are sending copies of this letter and the claim to the Secretary of State for official filing. Copies are also being sent to the prime contractor and the surety.

Please notify this office when the claim has been settled.

Sincerely,

Robert W. Johnson
COMMISSION SERVICES

RECEIVED
JUN 30 11 13 AM '80
NORMA PAULUS
SECRETARY OF STATE

Noted on Card
7-3-80 dmc.

dmc

cc: Kay Taylor, Inc.
P. O. Box 5891
Bend, OR 97701

Seaboard Surety Company
1001 4th Avenue
Seattle, WA 98154

bc: Hon Norma Paulus ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 731-0027

NOTICE OF CLAIM

DATE: June 23, 1980

TO: State of Oregon
Highway Division
Contract Administrator

GENERAL CONTRACTOR NAME AND ADDRESS:	Hap Taylor, Inc. 821 NW Harriman Bend, OR 97701
SUBCONTRACTOR NAME AND ADDRESS:	Continental Crushing Co. 62910 Boyd Acres Rd. Bend, OR 97701
PROJECT NO.:	8927 (State of Oregon)
PROJECT NAME AND/OR LOCATION:	Odel Lake Rock Production Willamette Highway
BONDING COMPANY NAME AND ADDRESS:	Seaboard Surety Seattle First National Bank Building 1001 4th Ave. Seattle, WA
AMOUNT DUE CLAIMANT TO DATE:	$2,592.07
INVOICE NO.:	8036,8032, and 7552
DATES DELIVERED:	10/2/79, 10/19/79 and 11/7/79, respectively
TYPE OF MATERIAL DELIVERED:	Explosives
CLAIMANT'S NAME AND ADDRESS:	Northwest Explosives PO Box 633 Madras, OR 97741

/s/ Raymond A Garren
Regional Manager

RECEIVED
JUN 26 1980
COMMISSION ... SERVICES
DEPARTMENT OF TRANSPORTATION

8927

File 7

1-2-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hap Taylor, Inc., No. 8927	Odell Lake Rock Production Klamath County	December 11, 1979
W. R. Grasle Co., No. 8746	SW Barbur Blvd. @ SW Miles; W. Burnside St. @ NW 23rd; SW 1st Ave. @ SW Arthur Multnomah County	December 11, 1979
Mocon Corp., No. 8620	NE Sandy Blvd. U'xing, Multnomah County	December 11, 1979
Hamilton Electric, No. 8680	Elm Ave.-E. Highland Ave. (Hermiston), Umatilla Co.	December 13, 1979
Hertz Electric, Inc. No. 8825	Martinazzi Ave. & Boones Ferry Rd. @ SW Nyberg Rd. (Tualatin), Washington Co.	December 14, 1979
Columbia Excavating, Inc., No. 8573	NE Glisan St.-SE Division St. (Sound Barriers & Bikeway), Multnomah Co.	December 14, 1979
C. G. Gredvig, Inc., No. 8948	Willamina Ave.-26th Ave. (Forest Grove), Washington County	December 14, 1979
Poe Asphalt Paving, Inc. No. 8961	Wades Point-Joseph Wallowa County	December 18, 1979
Gervais Construction Co. No. 8744	Church St.-Mill St. (Silverton) Marion County	December 19, 1979
Sims Electric, Inc. No. 8913	W. Stewart Parkway @ W. Harvard Ave. (Roseburg) Douglas County	December 19, 1979

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Construction, No. 8847	Willow Creek (Morgan Street) Bridge, Morrow County	December 27, 1979

January 2, 1980 /s/ H. S. Coulter

H. S. Coulter, State Highway Engineer

8927

BCH 3
Contract No. 8927

December 12, 1979

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

Contract No. 8927 awarded to Hap Taylor, Inc. for the Odell Lake Rock Production Project of the Willamette Highway in Klamath County was completed on November 7, 1979, and accepted by the State Highway Engineer on December 11, 1979.

Final payment in the amount of $14,611.09 will be released to the contractor after December 17, 1979. The total contract amount is $292,221.80. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
COMMISSION SERVICES

cc: Hap Taylor, Inc.
P. O. Box 5891
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Alden

8927

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Odell Lake Rock Production	WEEK ENDING: November 9, 1979	
	SECTION PREFIX: 18-8351	
HIGHWAY: Willamette	COUNTY: Klamath	
NAME OF JOB: Odell Lake Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Hap Taylor, Inc.	CONTRACT NUMBER: 8927	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 3, 1979	DATE WORK STARTED: September 26, 1979	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED +38
PROJECT AUTHORIZATION: $300,548.00	SPECIFIED COMPLETION DATE: September 30, 1979	PERCENT OF TIME ELAPSED: 115
EXCLUSIVE OF ENGINEERING: $276,716.00	ENGINEERING AUTHORIZATION: $23,832.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $276,716.00	ENGINEERING COST TO DATE: $1,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 6.3 %	DATE PROJECT WAS COMPLETED: November 7, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			40,000		
TOTAL QUANTITIES CORRECTED TO DATE			40,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			40,000		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 5-Trucks; 2-Dozers; 2-Loaders; 1-Blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Partly Cloudy	1		
MONDAY 5	Showers	1		
TUESDAY 6	Partly Cloudy	1		
WEDNESDAY 7	" "	1		
THURSDAY 8	Fair			
FRIDAY 9	"			
SATURDAY 3	Showers	1		

RECEIVED
NOV 13 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4 SUNDAY	No Job Activity
5 MONDAY	Contractor crushing 1-½"-0 material, hauled & spread the rock for road replacement (U.S.F.S.) Dressing up stockpile.
6 TUESDAY	Contractor dressing up stockpile, & removing crusher from job site.
7 WEDNESDAY	Contractor dressing up stockpile, & pit area. Removing crusher from job site.
8 THURSDAY	Contractor dressing up pit area, shooting boulders, & removing crusher from job site.
9 FRIDAY	Contractor shooting boulders, and removing crusher from job site.
3 SATURDAY	Contractor completed crushing ¾"-0 sanding material.

REMARKS

THIS WEEK: Completed crushing and stockpiling material on Monday of this week. Placed road maintenance rock on haul road and began reducing the boulders to 2-foot minus, dressing up pit area and moving equipment from site.

SEMI-FINAL to be submitted by November 16th.

RECEIVED
NOV 13 1979
CONSTRUCTION
BRANCH

SIGNED Wayne Holcomb LOCATION Klamath Falls

Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

1979 Judkins Pt. O'Xing Sec.
of the McKenzie Hwy. @ Eugene
(Structures)

RR 980 5-11-79

#8928

12-3-80

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
12-3-80	T. P. Lowe, Area Engineer		TQM-1120(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-1-79	5-20-80	183 *	90 days

APPROVED EXTENSIONS	LOCATION
31	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUDKINS POINT OVERCROSSING
MC KENZIE HIGHWAY
Bridge Repair

Project Description

The project involved major bridge rehabilitation to restore operational and structural adequacy. Also existing metal median barrier was replaced with new concrete GM-type rail.

The contract allowed 90 days to complete the work. The contractor used 165 days. The State granted a 31 day time extension. Liquidated damages were charged for 44 days.

RECEIVED
STATE HWY ENGR
DEC 8 - '80
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sig | Act | File

12-8 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-3-80	TITLE Field Operations Engineer	DATE 12/5/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

1921

Files

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

6-5-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hertz Electric, Inc. No. 8901	E.Idaho Ave.@ E.Lane (Ontario)	May 12, 1980
Hertz Electric, Inc. No. 8964	Pac. Hwy. E. @ Berg Parkway (Canby)	May 12, 1980
Paul Bros., Inc. No. 8759	Garden Valley Blvd.-Fairgrounds Intchge.	May 16, 1980
Hansen Electric Co. No. 8938	Broadway St. @ 16th St.(North Bend)	May 16, 1980
Hamilton Const. Co. No. 8928	Judkins Point O'Xing.	May 20, 1980
Southern Oregon Rock Co. No. 9078	Port Orford Rock Production	May 27, 1980
Babler Bros., Inc. No. 8934	Crooked River Hwy.-Frederick Butte Rd.	May 27, 1980
Columbia West Matls. & Constructors, Inc. No. 8909	E. Fremont Bridge Connection	May 28, 1980
Hamilton Construction Co. No. 8943	N. Umpqua R. (Winchester) Bridge, N. Bound	May 28, 1980
Columbia Pacific Construction Co. No. 8898	Coast Fk. Willamette R. (Harrison Ave.) Bridge	May 30, 1980
Tice Electric Co. No. 8835	Powell Blvd. @ 162nd & Sandy Blvd. @ 122nd and 162nd	May 30, 1980
J. B. Steel, Inc. No. 8854	Port of Entry (Klamath Falls)	June 3, 1980

June 5, 1980

C. T. Keasey
Asst. State Highway Engineer

#8728

May 27, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

OCM 5
#8728

Gentlemen:

On May 22, 1980, we wrote to you concerning release of final payment on Contract No. 8728 awarded to Hamilton Construction Company for structure repair on the Jackson Point Overcrossing Section of the Mckenzie Highway in Lane County.

Final payment on this contract is $7,136.52 and the total contract amount is $167,153.31 including $1,521.27 for work performed under force account.

Sincerely,

Robert W. Gorman
[illegible]

FKH/gnk

cc: Hamilton Construction Co.
P. O. Box 429
Springfield, OR 97477

Hemzen & Rowland, Inc. of Oregon
1311 N. W. 21st Avenue
Portland, OR 97209

bc: G. T. Keasey
Walt Hart
Alfred Shirley

8928

L.

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
APR 3'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

what is Ellis' suggestion?

Project: Judkins Point Overcrossing
Contract: 8928
Prefix: 20-1025

Date: 31 March 1980

NARRATIVE REPORT

Calendar day charges started May 18, 1979 and ended November 1, 1979. 75 excess calendar days were charged. After the project was completed the contractor requested a time extension of 75 days. 31 days were granted leaving 44 days charged as liquidated damages.

Structural repair work started June 13, 1979. As soon as the scaffolding was erected around each column, the bull nose columns were marked and the area under the 10 inch channels was chipped out so the channels could be set and aligned parallel with the bent beam. 3" diameter holes were drilled through the columns for the 1-½" diameter horizontal rods. Due to the vertical rebar spacing (which was not always plumb) some of the holes and/or rods had to be installed on an angle through the columns. Tapered washers were installed as needed. The channels were installed starting July 9th. 6 days were used to attach the channels to the columns.

The steel plates, angles and etc. were attached to the X-beam stiffeners starting July 17th. This steel erection required about 2 weeks. During this period a double row of concrete median barrier was placed on the deck of the east bound structure to bring the superstructure into proper alignment. The dead load of the double row of barriers was used in lieu of jacking from below as the plan suggested. Setting up the double row of barrier cost the State approximately $500.00 compared to the anticipated item of $10,000.00 for jacking.

The structural steel erection went extremely well considering the complexity of the job and the time the State and the contractor had to prepare, check and approve the shop drawings.

The grouting operation went rapidly once the contractor obtained the proper equipment. After the grout reached the design strength the bolts were torqued and the steel and columns were cleaned and painted.

Roadway work was started with the installation of catch basins and pipe on June 25th. The contractor obtained permission to install the pipe using the open trench method at a savings of $6,600.00 (P.A. #1). During the course of staking the cross pipes and catch basin locations, it became apparent that two runs of slotted drain pipe were needed in the median from station 181+15 to 182+50 (40' Lt. & 90' Rt.).

Roadwork stopped July 17th due to the need to install the slotted drain pipe and because the barrier was in use on the structure as additional dead load. The slotted drain pipe was available for installation August 1st.

Roadwork was resumed on September 27th with the installation of the slotted drain pipe. The remaining work was completed in the following 35 days with no particular problems.

EHJ/fs
cc: File

#8928

B

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 3, 1980

CON 5 #8928

Hamilton Construction Company
Post Office Box 659
Springfield, OR 97477

Gentlemen:

NOTED
H. S. COULTER

Re: Time Extension Request
Structure Repair
Judkins Point Overcrossing
Contract No. 8928
FAP No. TOM-1120(1)

Your request for additional contract time on the above project has been carefully reviewed. A time extension of 31 calendar days is granted due to delays resulting from extra work. The inability to provide project supervision is not a valid reason for additional contract time and no additional time can be granted for that reason. There remains 44 calendar days of liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Alfred Shirley
Ellis Jones
FHWA
Bob Church

RECEIVED
STATE HWY ENGR
MAR 5'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

8928

REPORT NO. 36

FORM 81-734-3501

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JUDKINS POINT-OVERCROSSING	WEEK ENDING: February 15, 1980	
	SECTION PREFIX: 20-1025	
HIGHWAY: MCKENZIE	COUNTY: LANE	
NAME OF JOB: JUDKINS POINT OVERCROSSING	KIND OF WORK: STRUCTURE REPAIR	
CONTRACTOR: HAMILTON CONSTRUCTION CO.	CONTRACT NUMBER: 8928	FEDERAL AID PROJECT NUMBER: F-2-3(1)
DATE OF CONTRACT: 3 MAY 1979	DATE WORK STARTED: 13 JUNE 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 165
PROJECT AUTHORIZATION: $ 246706.44	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 183.3%
EXCLUSIVE OF ENGINEERING: $ 227143.81	ENGINEERING AUTHORIZATION $ 19562.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 225327.57	ENGR. THIS WEEK: 0.00 ENGINEERING COST TO DATE $ 23460.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.2%
Estimate includes Liquidated Damages		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.8 %	PERCENT OF AUTHORIZATION 119.9%	1 NOVEMBER 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (~~XXXXXXXXXXXXXXXX~~S)

~~XXXXXXXXXXXX~~	CONCRETE BARRIER	BRIDGE ALTERATIONS						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHANGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

RECEIVED
FEB 20 1980
CONSTRUCTION BRANCH

Kesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Miller, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Judkins Point Overcrossing - for week of February 10 thru 16, 1980
MONDAY 2-11	No activity this week.
TUESDAY 2-12	
WEDNESDAY 2-13	
THURSDAY 2-14	
FRIDAY 2-15	
SATURDAY	

REMARKS

This week: No activity.

Next week: No activity. Project work complete. Semi-final to be submitted by February 22, 1980.

RECEIVED
FEB 20 1980
CONSTRUCTION
BRANCH

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8928

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

RECEIVED
STATE HWY ENGR
FEB 29 '80
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File ✓

DATE: November 21, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
H. S. COULTER

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQM-1120(1)

Contract 8928, Work Completed November 1, 1979

Project Judkins Point O'Xing.

Highway McKenzie

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-21-80

G. K. Hansen
G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Keasey — RECEIVED — Richards
Jechmond — Berg
Hopkins — FEB 28 1980 — Inloes
Williams — Widmer
Jolmarn — CONSTRUCTION — Gebauer
Glar — BRANCH — Church

1928

Form 81-734-3308

OREGON STATE HIGHWAY DIVISION

1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Judkins Point Overcrossing Date 20 July 19 79

Highway McKenzie Contract No. 8928

County Lane Prefix 20-1025

Contractor Hamilton Construction Company F. A. Project No. TOM-1120(1)

Address P.O. Box 659, Springfield, Oregon 97477 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move 27 pieces of concrete median barrier from station 184+56 - 187.93 to station 179+03 - 182+40.

Location by station numbers:

See above for locations.

Estimate of quantities and cost:

902	Equipment	$500.00
	Labor	500.00
		$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor was requested to bring the 27 pieces of concrete median barrier to the job site and place them in a temporary position using them as additional dead load weight on the structure. The best method of bringing the bridge structure back onto the bearing pads could not be determined prior to the contract letting.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$246,706.44
Present estimate of project costs, including $1000.00 for work under this order	$224,986.00
Expected under-run amount	$21,720.44
Expected under-run per cent	8.8%

Space to right of this line is for use of Salem Office

Submitted by: Ellis H. Hays Resident Engineer

Approval Recommended: Jim Gray Reg 3 Regional Engineer 7-31-79

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: George N. Hatter 7-27-79 for Construction Engineer

5

SP 70004-734

8927

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-13-79

FEDERAL AID PROJECT NO. TQM-1120(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90159

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-18
CWS

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-13-79	FAU 1120	Primary 15

GENERAL LOCATION:
Pacific Highway West O'Xing (Judkins Point) Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment Pacific Northwest Bell Co.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of May 29, 1979, this will confirm the advance approval date of April 13, 1979 to proceed with the actual adjustments for the relocation of Pacific Northwest Bell Telephone Company's telephone lines. Reimbursement on an actual cost basis estimated to be $4,075 is approved. I approve the Agreement with Pacific Northwest Bell Company.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-13-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—633-787

5928

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-102	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-7-79	Oregon County Lane Project No. TQM-1120(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 126 BUS, O'xing Pacific Hwy. N.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-9-79	0.129
RIGHTS-OF-WAY		
CONSTRUCTION	4-11-79	0.129
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 261,827.00	$ 230,678.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 07 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. TQM-1120 (1)

JUDKINS POINT O'XING
MCKENZIE HIGHWAY
LANE COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 11,300.00
Type Code X531			
Structure Br. # E. & W. 6099 B (Sta. 183+40 to Sta. 190+21)			
Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	175 Sq.Ft.	3.50	612.50
Temporary Barricades	2 Each	85.00	170.00
Temporary Continuous Rail Traffic Barriers, Lighted	350 Lin.Ft.	5.00	1,750.00
Temporary Plastic Safety Markers	32 Each	30.00	960.00
Sequential Arrow Signs	1 Each	750.00	750.00
Flagmen	800 Hr.	1.00	800.00
Removal of Structures and Obstructions	All Required		5,000.00
Class "C" Asphalt Concrete	All Required		3,000.00
12-inch Sewer Pipe	140 Lin.Ft.	13.00	1,820.00
Installing Pipe Under Pavement	96 Lin.Ft.	100.00	9,600.00
Concrete Inlets, Type G-1	7 Each	750.00	5,250.00
Concrete Barrier	2,325 Lin.Ft.	18.00	41,850.00
Impact Attenuator, G-R-E-A-T Cushion Cells	All Required		8,000.00
Salvage and Reinstall Flashing Beacon	All Required		500.00
Alterations to Existing Bridges			75,000.00
			$ 173,062.50
Anticipated Items			
Railroad Protective Cost	All Required		$ 11,200.00
Work by Southern Pacific Trans. Co.			36,475.00
	Subtotal		$ 220,737.50
	Engineering		29,799.50
	Total		$ 250,537.00

Oregon State Highway Division
Salem, Oregon, May 23, 1979

Federal Aid Project
No. TQM-1120 (1)

Length of Structure - - - - - - - - - - - - 0.129 mi.

Work Retained in Program Status
(not included in amounts below)

Work by Pacific N.W. Bell	All Required	$ 7,500.00
Jack Existing Structures (E.W.)	All Required	10,000.00
Remove Existing, Barrier and Supports (E.W.)	All Required	200.00
Repair Bearing Plate Welds	All Required	500.00

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,300	$ 9,955	$ 1,345
Structure	250,537	220,723	29,814
Total	$ 261,837	$ 230,678	$ 31,159

Group 1 100%
Contract No. 8928
Prefix P0-1940
Prefix [illegible]0-1027

#8724

8

ROW 18-4

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1979

In Reply Refer to File No.:

NOTED
E. S. HUNTE

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Telephone Facilities Relocation
Pacific Northwest Bell Telephone Co.
Judkins Point O'xing Structure
McKenzie Highway
Lane County
Project No. TQM-1120(1)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Northwest Bell Telephone Company facilities dated April 8, 1979, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

RECEIVED
TECHNICAL SERVICES
MAY 30 '79
REFER TO
FOR

Form 734-3122

AN EQUAL OPPORTUNITY EMPLOYER

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 13, 1979, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,075.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/JMC/seb
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
John Christopherson

#8928

8

ROW 18-2

STATE OF OREGON
Railroad & Utilities
Highway Division (DEPT.) 378-6511 (TELEPHONE)

INTEROFFICE MEMO

TO: C. W. Head, Manager
Commission Services

DATE: May 11, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Service Contract No. 79-5
Judkins Point Overcrossing Section
McKenzie Highway
Lane County
ODOT Agreement No. RR-980

RAILROAD COMPANIES
FILE No. 980

Attached is the State's fully executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, spelling out the Railroad's involvement in the emergency repairs at the subject overcrossing. The contract for this project was recently awarded to Hamilton Construction Company under Contract No. 8928.

RDT/seb
Attachment
cc: G. L. Green w/copy
C. T. Keasey w/copy
J. L. Sollis
V. E. Skoog w/copy
D. E. Swan w/2 copies
A. Shirley w/copy
Ellis Jones w/copy
Walt Hart w/copy

6/14/79
noted in
agree. book

NOTED
C. W. HEAD

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-9-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQM-1120(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90159

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

Received 5/15/79 owing to -Mailing

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-27-79

FEDERAL ROUTE NUMBER FAU 1120

STATE ROUTE NUMBER Primary 15

GENERAL LOCATION:

Judkins Point O'Xing

GENERAL DESCRIPTION OF WORK:

Work as per approved agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 1, 1979 letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Co., approved by the Highway Division on April 27, 1979 at a total estimated cost of $36,475 - Federal Funds $32,134.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-9-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-737

8928 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 4-11-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQM-1120(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90159

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO Moehring
FOR
Info | Invest | R/C | D/R | Sign | Act | File

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 orig to

DATE PS & E APPROVED: 4-11-79

DATE AUTHORIZATION EFFECTIVE: 4-11-79

FEDERAL ROUTE NUMBER: FAU-1120

STATE ROUTE NUMBER: Primary 15

GENERAL LOCATION:
Pacific Hwy. West O'Xing - (Judkins Point) Section

GENERAL DESCRIPTION OF WORK:
Structure Repair

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Railroad Protective Services $11,200

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 10, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $388,067 - Federal Funds $341,887.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-79	E. J. Holach	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8928

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-26-79

FEDERAL AID PROJECT NO.: [illegible]-1120(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90159

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 27 '79

3-28 Orig 208

REFER TO Moehring

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-9-79	XXXXxxx FAU 1120	Primary 15

GENERAL LOCATION:

Pacific Highway West O'Xing (Judkins Point) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and emergency work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including railroad and utility preparatory work.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-23-79 I concur that the subject project is a non major action as set forth if FHPM 7-7-2 paragraph 10e and also confirm advance authorization as of March 9, 1979 to proceed with all phases of preliminary engineering for a TEC of $11,000 with Federal funds limited to $9,600.

Work of an emergency nature for the protection of the traveling public is approved by either State or City forces. Reimbursement will be on an actual cost basis.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-26-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—631-888

8928

9

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

March 23, 1979

Attention Herb Schell
Bridge Engineer

McKenzie Highway O'xing of Judkins Point
Oregon Project M-1120(-)
Bridge 06998
East and West Bound
Sufficiency Numbers

Attached are the punch cards for use in determining the sufficiency rating for the two subject structures.

As you know, the anchor bolts in the steel spans of the east bound structure have failed and traffic has subsequently been limited to one lane. Temporary wooden shoring has been installed to prevent failure of the spans. Although the anchor bolts in the west bound structure have not failed, structural analysis indicates that they are subject to unanticipated tensile stresses. In order to prevent future failure of the west bound structure corrective measures must be taken there at the same time such work is undertaken on the east bound structure.

In view of the emergency nature of this situation it is requested that you expedite processing of the enclosed information and determine sufficiency numbers for these structures. I am sure that the numbers will be such that the rehabilitation work required will be eligible for Highway Bridge Replacement Funding.

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Assistant Bridge Engineer

cc: E. S. Hunter
D. H. Moehring
John Wood

RWE:smd

RECEIVED
TECHNICAL SERVICES
MAR 26 '79
REFER TO
FOR
Info | Lmted | R/W | D/R | Hlte | Act | File

8928

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project M-1120(-)
McKenzie Highway O'xing of Judkins Point
Bridge No. 6099B

DATE: March 21, 1979

In reply refer to: HPD.3-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's March 15, 1979 letter described a problem at this bridge which has recently been discovered. According to the letter, several of the bearing device anchor bolts of the interior steel span bents have failed causing the superstructure to rotate vertically on the single column bents of the eastbound structure. The letter asks if the repair of this structure is eligible for Federal-aid funding.

From the material presented in the letter, the cause of the problem is in the original design. Discussions with Mr. Wallace indicate that there is an eccentric loading on the bearings and the bearing anchor bolts on the inside of the curve are in tension instead of compression as normally assumed in design. The breaks appear quite old.

Appropriate Federal-aid funds are eligible for this repair.

Original Signed By
E. J. VALACH
Project Development
Engineer
G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (W J Hart)
OSHD (E S Hunter)

RECEIVED
MAR 21 1979
BRIDGE SECTION

8128

DATE: March 16, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the March 27 meeting will be a request to provide needed repairs to two bridges in the city of Eugene. This project is not on the Six-Year Program.

The two Judkins Point overcrossing structures on the McKenzie Highway are in imminent danger of structural failure. Emergency repairs have been made and traffic has been reduced to one lane eastbound. These structures pass over the NB Pacific Highway West ramp from I-5 and the SPRR mainline tracks. The estimated cost of this project is $200,000. Alternate sources of funding being considered are Urban System Funds, Special Bridge Replacement Funds, State Construction Funds or Contract Maintenance Funds. A contract for the necessary repairs should be let at the earliest possible date.

I recommend your approval of the repairs and authorization to proceed with the most appropriate funding available.

DRS:d HSC:ia

bc W. B. Klabee
C. W. Head
L. W. Rulien
D. H. Mockring
C. T. Keasey
E. S. Hunter
R. L. Schroeder
W. J. Hart
J. H. Veresteeg
W. E. Terpin
Alfred Shirley, Jr.
V. E. Skoog
George Dell

.1979 Long Creek Rock Prod. 8929
Proj. on Kimberly-Long Creek Hwy.

8921

9-7-79

COPY FOR MR. File
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc., No. 8809	30th St. & Melbourne Ave. @ Marine Dr. (Astoria), Clatsop County	August 13, 1979
Robles Construction, No. 8765	Armitage State Park, Lane County	August 13, 1979
J. B. Steel, Inc., No. 8815	Grayback Cr.-Lake Cr. (M.P. 11.8, 18.2 & 18.4), Josephine County	August 13, 1979
Bob Angell, Inc., No. 8840	N. City Limits-Ocean Blvd. (Coos Bay), Coos County	August 16, 1979
Roy E. Ladd, Inc., No. 8310	Slater Creek-Mystic Creek, Douglas County	August 16, 1979
Hamilton Construction Co., No. 8823	Hurricane Creek Bridge, Wallowa County	August 16, 1979
Hamilton Electric, Inc., No. 8889	2nd St. & 3rd St. @ "Q" St. (Springfield), Lane County	August 16, 1979
Roy E. Ladd, Inc., No. 8538	SE Market St. U'Xing., Multnomah County	August 20, 1979
Carland Pacific Const., No. 8549	Valley River Bicycle/Ped. Bridge, Lane County	August 22, 1979
F. H. McEwen Construction, No. 8430	Eagle Creek-Klamath County Line, Lane County	August 22, 1979
Coast Marine Const., Inc., No. 8868	Herman Creek Bridge, Hood River County	August 22, 1979

Contractor and Contract No.	Section and County	Acceptance Date
Continental Crushing & Leasing, Inc., No. 8892	Richmond Rock Production Project, Wheeler County	August 22, 1979
Miller Construction Co. No. 8816	Bully Creek Bridge (Vale) Malheur County	August 23, 1979
Hamilton Electric, Inc. No. 8649	Murray Blvd. @ Butner Rd. Washington County	August 23, 1979
Rogue River Paving Co., Inc., No. 8805	Rogue Valley Hwy. @ South Stage Road, Jackson County	August 23, 1979
Baldwin & Sutherland, Inc. No. 8793	N. Main St.-Oregon/Washington Hwy. (Milton-Freewater) Umatilla County	August 23, 1979
E. H. Itschner Co. No. 8929	Long Creek Project Grant County	August 23, 1979
Hamilton Electric, Inc. No. 8799	Koosbay Blvd. @ Bayshore Dr. (Coos Bay), Coos County	August 23, 1979
J. C. Compton Co. No. 8721	S. Ashland Intchge.-Calif. State Line, Jackson County	August 27, 1979
Columbia West Matl's & Constructors, Inc., No. 8810	Vine St.-Scappoose High School (Scappoose), Columbia County	August 30, 1979
Hamilton Electric, Inc., No. 8704	McKenzie Hwy. @ S. 32nd St., (Springfield), Lane County	August 30, 1979
S. D. Spencer & Son, No. 8363	Fairgrounds Intchge.-Roberts Creek, Douglas County	August 31, 1979

September 7, 1979

H. S. Coulter, State Highway Engineer

#8929

August 28, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8929 awarded to E. H. Itschner Co. for the Long Creek Rock Production Project on the Kimberly-Long Creek and Pendleton-John Day Highways in Grant County was completed on June 15, 1979, and accepted by the State Highway Engineer on August 23, 1979.

Final payment in the amount of $3,990.79 will be released to the contractor after September 4, 1979. The total contract amount is $81,305.56 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc E. H. Itschner Co.
1119 Toliver Rd.
Molalla, OR 97038

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8929

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

TO: H. S. Coulter
State Highway Engineer

DATE: August 22, 1979

FROM: R. D. Church for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8929, Work Completed June 15, 1979

Project Long Creek

Highway Kimberly-Long Creek & Pendleton-John Day

County Grant

Type of Work Rock Production

Contractor E. H. Itschner Co.

Recommended Acceptance Date August 23, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

APPROVED
H. S. Coulter
STATE HIGHWAY ENGINEER
Date 8/27/79

Letter to surety 8-28-79.

8929

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Long Creek Rock Production	WEEK ENDING: 7/28/79
		SECTION PREFIX: 12-8338
	HIGHWAY: Kimberly-Long Creek Pendleton-John Day	COUNTY: Grant
NAME OF JOB: Long Creek Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: E. H. Itschner	CONTRACT NUMBER: 8929	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 15, 1979	DATE WORK STARTED: May 14, 1979	ESTIMATED COMPLETION DATE: June 15, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: September 30, 1979	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 87,020.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 79,420.00	ENGINEERING AUTHORIZATION $ 7,600.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 79,420.00	ENGINEERING COST TO DATE $ 1,780.52	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 23 %	DATE PROJECT WAS COMPLETED: June 22, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Fair	0		
MONDAY 23	"	0		
TUESDAY 24	"	0		
WEDNESDAY 25	"	0		
THURSDAY 26	"	0		
FRIDAY 27	"	0		
SATURDAY 28	"	0		

Keeney Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Johnsen Gebauer
Glenn Church

RECEIVED
JUL 30 1979
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity on job all week
MONDAY 23	
TUESDAY 24	
WEDNESDAY 25	
THURSDAY 26	
FRIDAY 27	
SATURDAY 28	

REMARKS

Semi-final will be submitted July 27, 1979

SIGNED H. N. Van Cleave LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

.1979 Empire-Coos Bay Hwy. ● 8930
.K-Mart Access in Coos Bay
.(Traffic signal installation)

CIL 6586 7-5-78

8130

L

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction DEPT. 378-6318 TELEPHONE

TO: Bob Gormsen
Manager, Commission Services

DATE: March 14, 1980

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Rescission of Highway Contract Acceptance

My letter of March 7, 1980, wherein I accepted contract 8930, Empire/Coos Bay Hwy. @ K-Mart Access in Coos County, is hereby rescinded pending determination of responsibility for storm damage to the signal installation.

CTK:RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

3/14/80
Isabel said Jack Sallis advised that this rescinding is not possible.

Fran

1930

3-11-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

8930

March 11, 1980

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#8930

Gentlemen:

Contract No. 8930 awarded to Hamilton Electric, Inc., for a traffic signal installation on the Empire-Coos Bay Highway at K-Mart Access in Coos Bay, Coos County, was completed on January 28, 1980, and accepted by the State Highway Division on March 7, 1980.

Final payment in the amount of $1,720.67 will be released to the contractor after March 17, 1980. The total contract amount is $34,413.35 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gerussa
COMMISSION SERVICES

fkm

cc Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97440

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

#8930

2

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments DEPT. 378-6594 TELEPHONE

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: March 7, 1980

FROM: C. T. Keaney
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of March 7, 1980.

Contract 8930, Work Completed January 28, 1980

Project Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay)

Highway Empire-Coos Bay

County Coos

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

Routed H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 10 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8930

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: K-Mart Access (Coos Bay)	WEEK ENDING: ~~January~~ February 2, 1980	
	SECTION PREFIX: 6-8229	
HIGHWAY: Empire - Coos Bay	COUNTY: Coos	
NAME OF JOB: ~~K~~ K-Mart Access (Coos Bay)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8930	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 11, 1979	DATE WORK STARTED: October 9, 1979	ESTIMATED COMPLETION DATE: January 28, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 220
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 42,511.56		
EXCLUSIVE OF ENGINEERING: $ 38,798.76	ENGINEERING AUTHORIZATION $ 3,712.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,402.35	ENGINEERING COST TO DATE $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVER~~RUN UNDERRUN -6 %	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY ~~27~~	Clear & Cold	1		
MONDAY 28	" "	1		
TUESDAY 29	" "	0		
WEDNESDAY 30	" "	0		
THURSDAY 31	" "	0		
FRIDAY 1	Showers	0		
SATURDAY 2		0		

RECEIVED
FEB 5 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No work.
28 MONDAY	Crew on touch up painting, and refilled some of the saw cuts with epoxy.
29 TUESDAY	Project completed.
30 WEDNESDAY	
31 THURSDAY	
1 FRIDAY	
SATURDAY 2	

REMARKS.

Should have project semi-finaled on Feb. 10th.

RECEIVED
FEB 5 1980

SIGNED Eugene H. Roth LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

ED-7216

8930

May 10, 1979

Hanover Bay, Inc. (K-Mart)
6160 N. Cicero Avenue
Chicago, Illinois 60646

Attn: Donald Kahan
President

Gentlemen:

On May 10, 1979, a satisfactory bid was received from Hamilton Electric, Inc., 234 West Fifth Ave., Eugene, Oregon 97401 for traffic signals on Empire-Coos Bay Highway at K-Mart Access (Coos Bay) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Item	$35,248.00
Permanent Pavement Striping	$ 750.00
Remove Pavement Striping (Exist. & Temp.)	250.00
Signal Controller Testing	880.00
4 1/2% Contingencies	1,670.76
Construction Engineering	3,712.80
ESTIMATED TOTAL COST	$42,511.56
ROUNDED	$42,500.00
Preliminary Engineering Estimate Paid 3-17-78	($4,500.00)

Company shall, within 30 days following the opening of bids, deposit with State a sum of money equal to 100 percent of the total estimated cost of the project, including construction engineering, contract items, and all contingencies. No contract shall be awarded or work commence until said advance deposit has been received by State.

Awarded 6-11-79 at Salem-H

Please make your check for $42,300.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 414, Transportation Building, Salem, Oregon 97310, no later than June 1, 1979.

Very truly yours,

Gerald Winer
Local Government Engineer

WWhipf

cc: City of Coos Bay
City Hall
Coos Bay, Oregon 97420
ATTN: Irving Johnson, City Recorder

bcc w/AD # 633: Jack Ayres, Region 3 Federal Aid Specialist
Vern Skoog - Please return completed AD # 633 when check is received.

TOTAL TO DATE JOB COST SUMMARY — MARCH 1979 — PAGE 1826

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	006 8212	594	00		588.85CR	588.85CR	
		** JOB TOTALS **		**	588.85CR**		**
							STATE
NORTHBND BAY INC (R-MART)	CONT NO	FA PROJ NOS					
	006 8213	199	00		2.03	2.03	
	006 8213	312	00 Title Costs	2.38	122.09	122.09	
	006 8213	594	00 Transp —	769.25CR	3,772.16CR	3,372.16CR	
	006 8213	900	00 Const Eng		80.54	80.54	
	006 8213	901	00 Res.		416.68	416.68	
	006 8213	905	00 Design	23.18	207.89	207.89	
	006 8213	909	00 R/W		352.34	352.34	
	006 8213	911	00 Signing		1,759.56	1,759.56	
	006 8213	914	00 utility		1.20	1.20	
	006 8213	921	00 specs	162.15	728.91	728.91	
	006 8213	922	00 Admin Sur. Eng.		32.07	32.07	
	006 8213	930	00 R/w Eng.		65.94	65.94	
		** JOB TOTALS **		576.44CR**	397.08	397.08	**
						+ 4166.32	
							STATE
N BEND"JOEMEYSLOUGH"APPRAISAL	CONT NO	2 FA PROJ NOS					
	006 8214	407	00		8.45	251.33	
	006 8214	412	00		135.32	135.32	
	006 8214	594	00		523.25CR	523.25CR	
	006 8214	930	00		136.60	136.60	
		** JOB TOTALS **		**	252.88CR**		**
							STATE
COOS BAY-GARDNER-OSP RADIO	CONT NO	FA PROJ NOS					
	006 8215	594	00		496.77CR	496.77CR	
	006 8215	631	00		99.20	99.20	
	006 8215	641	00		160.28	160.28	
	006 8215	900	00		237.92	237.92	
		** JOB TOTALS **		**	.63 **	.63	**
							STATE
ABS CONSTRUCT SIG REPAIR	CONT NO	2 FA PROJ NOS					
	006 8217	199	00		1,887.82	1,887.82	
	006 8217	594	00	1,887.82CR	1,887.82CR	1,887.82CR	
		** JOB TOTALS **		1,887.82CR**	**		**
							STATE
US CORP ENGINEERS RESTL ITHSE	CONT NO	FA PROJ NOS					
	006 8218	440	11		4,493.48	4,493.48	
	006 8218	900	00		638.71	638.71	
	006 8218	900	11		3,418.30	3,418.30	
		** JOB TOTALS **		**	8,550.49 **	8,550.49	**
							STATE
PE NORTHBND 16TH E BROADWAY	CONT NO	FA PROJ NOS					
	006 8219	409	00	14.96	14.96	14.96	

8930

R/w File 503-25

K MART CORPORATION
COVINA REAL ESTATE OFFICE
POST OFFICE BOX 3003
1184 NORTH CITRUS AVENUE
COVINA, CALIFORNIA 91722

(213) 967-3811

April 5, 1979

Ron Kamody
Right of Way Section
Department of Transportation
1058 W. Harvard Blvd.
Roseburg, Oregon 97470

Re; K mart #7166
Coos Bay, Oregon

Dear Mr. Kamody:

To confirm our phone conversation, effective May 17, 1977 S. S. Kresge Company changed its name to K mart Corporation.

Should additional information be required please let me know.

Very truly yours,

Barbara Sisson
Real Estate Department

ahk

cc Jack Sullivan
Don Trout

cc: G. Winer
J. B. Boyd

4-13-79 BW

4-13-79 Region informed of Date change

Adele Egan agrees this clears chain of title for easement but not encroachment. A Shirley says encroachment separate problem and to proceed to contract. J Butler promised May 24 10 letting. Try for May 10

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR 11 1979

TAA Hillebrand File: PM FA OP

ROSEBURG REGION
RECEIVED
APR 10 1979

RE	AME	RCE	FOE	TE
RUE	DES	ASR	APR	RLE
ENV	FAE	RBI	SEC	

RECEIVED
APR 9 1979
ROSEBURG R/W
J Winer

PROJECT MANAGEMENT OFFICE MEMO

Date 4-5-79

Subject K Mart - Access (Coos Bay) File No. _____

Received (call) (visit) from _____

Address _____

Made (~~call~~) (visit) to Adel Egan - Phone _____

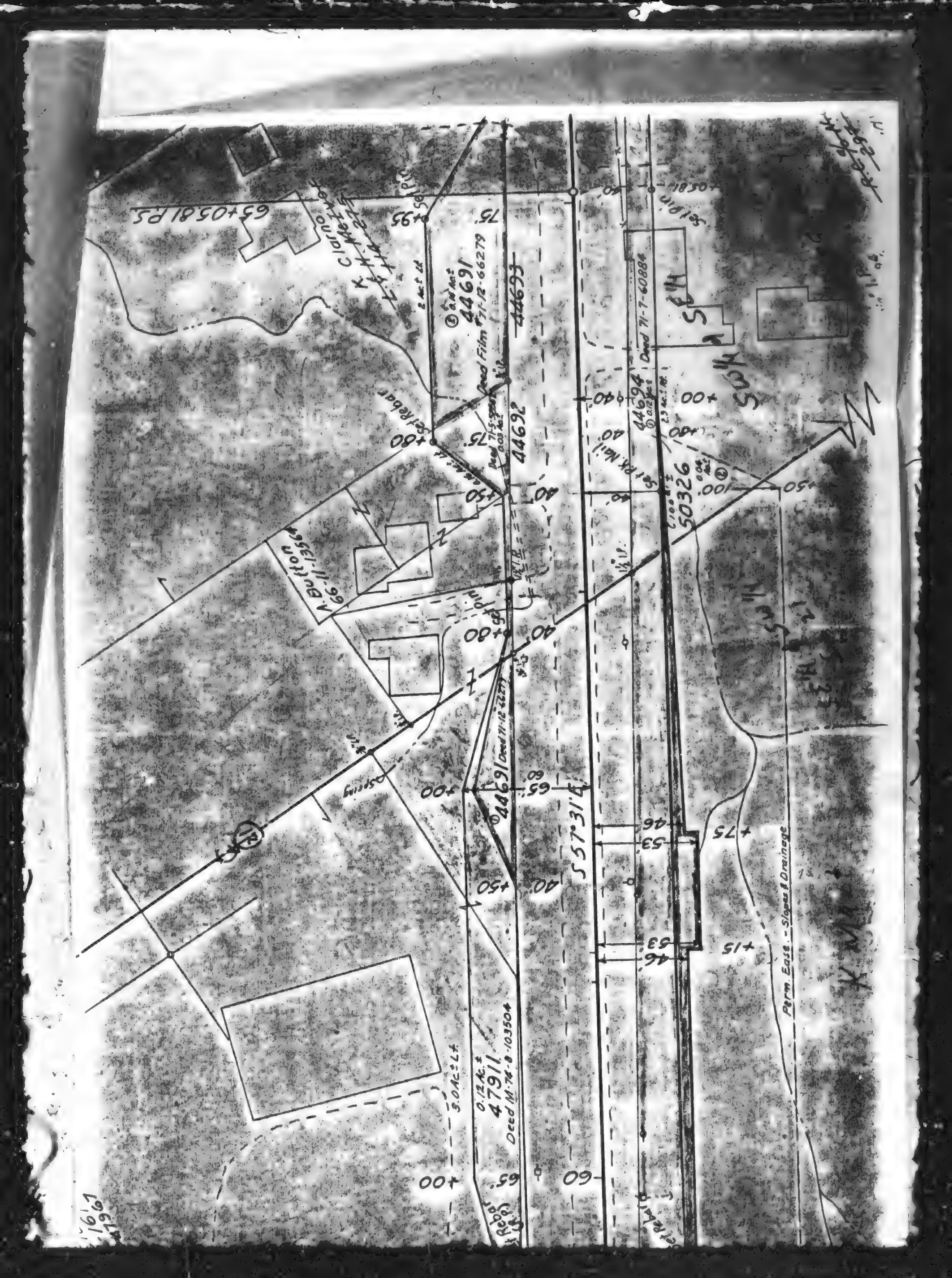
Reason for contact and general discussion: Clearance by Title Co. Title Not Clear until Paper received Stating Authority of "K" mart Signature over S.H. Kreskee Co. (Parent Co.) Also OceanWay Enterprises, Inc Complaint Not Settled. Region is checking This Out. had Not followed up when sent back to Region.

4-6-79 - Updated Jack Hyras on The above. he will Keep in Contact with V. Wilson as to progress.

Signature Haldstrandt

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

+64.61
20' Esc.
+80
100'
53'
46'
40'
+00
59+59.14 P.T.
G.E.K. C.V. 16'
225-16'
70-A-47967
+59.14
40'
Set Rebar
(LRP)
40'
60
65'
+00
0.12 Ac.±
47911
Deed M-74-8-103504
3.0 Ac.± Lt.
+15
53'
46'
40'
+50
S 57°31'E
53'
46'
+75
65'
60'
44691
Deed M-12-227
+00
Spring
+50
+80
Set Pin
40'
A. Button
66-11-13564
50326
100'
+50
100'
Set PK Nail
40'
+80
Set Rebar
Road Film
+00
40'
44694
Deed
44692


65+05.81 P.S.
Clairmont Drive
Spring
Rebar
Perm. Easts. - Slopes & Drainage
S 57° 31' 14" W
S 57° 31' 14" W
S 57° 31' 14" W

8930

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 3rd, 1979

FILE: PRO 6
ROW

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: K-Mart

TO: D.H. Moehring
Asst. State Highway Engineer
SALEM

Herewith the necessary paperwork so that we can proceed with the advertising for bids to construct the traffic signal installation for the K-Mart access on the Empire - Coos Bay Highway.

AS/cp
Attach.
cc: L.E. George
L.E. Brown

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

APR 4 1979

File: PM FA
LG OP

TAA

JACK JACOBS & COMPANY

Eugene Marc Faigus
Attorney at Law

March 29, 1979

Mr. Alfred Shirley
1523 S.E. Cobb Street
Roseburg, Oregon 97470

Re: Coos Bay, Oregon

Dear Mr. Shirley:

With reference to the above, enclosed please find the following:

1. Original executed Partial Release of Mortgage.
2. Original executed Deed.

Please be advised that the Undersigned, on behalf of Hanover Bay, Inc., hereby agrees to pay for the cost of the traffic light to be installed at this location in an amount which is now estimated to be $51,000.00.

Please accept my apology relative to the delay in obtaining these documents, and should you need any additional documentation relative to this matter, please do not hesitate to contact the undersigned.

Very truly yours,

Eugene M. Faigus

EMF/kh

Enclosures

4-5-79 - Original w/c to P/W

ROSEBURG REGION
RECEIVED
APR 2 1979

RE	RME	RCE	ROE	TE
RIE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

Shopping Center Development
6160 North Cicero Avenue
Chicago, Illinois 60646
312/286-8373

ROSSI, LESAN & JOHANSEN
ATTORNEYS AT LAW
PARK BUILDING
378 PARK AVENUE
COOS BAY, OREGON 97420

GARY D. ROSSI
JERRY O. LESAN
KIRK JOHANSEN

LAWRENCE F. FINNERAN

P. O. BOX 690
TELEPHONE (503) 269-5565

December 19, 1978

Mr. Ronald L. Kamody
Right of Way Agent
Department of Transportation
1058 W. Harvard Blvd.
Roseburg, OR 97470

Re: Oceanway Enterprises, Inc.

Dear Mr. Kamody:

Reference is made to the Transamerica Title Ins. Order No. 4-44537 on the property owned by Oceanway Enterprises, Inc. which lies adjacent to the K-Mart Plaza on Ocean Blvd., Coos Bay, Oregon.

Your request for a right of way or Permit of Entry must be respectfully denied at the present time since our client views the construction of the curb and gutters and sidewalk on its property as a trespass by Hanover Bay, Inc. Any granting of a permit to the Highway Division could be viewed as an acquiescence in the trespass, which is not our client's intent.

Therefore, until such time as a satisfactory resolution of the trespass matter has been made, no entry will be allowed.

Discussion is presently taking place as to whether or not to require removal of the trespassing objects. Hopefully, this will not become necessary. In my opinion, the State would have no reasonable argument to contend that there is a necessity to acquire our client's property as additional right of way by condemnation. Our information is that the access permit design of Hanover was to be constructed within the existing right of way.

Very truly yours,

Gary D. Rossi

GDR/ljs
cc: Oceanway Enterprises, Inc.
Hanover Bay, Inc.

1-3-79
V. unless will
Clear w Region
PAA

RECEIVED
DEC 20 1978
ROSEBURG R/W

ORIGINAL

12/8/78

Highway Division
File 50325

DEED

KNOW ALL MEN BY THESE PRESENTS, That HANOVER BAY, INC., an Illinois corporation, Grantor, does hereby convey unto the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, Grantee, the following described property, to wit:

PARCEL 1

A parcel of land lying in the SE¼SW¼ of Section 21, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SE¼SW¼ lying Southwesterly of that property designated as Parcel 1 and acquired by the State of Oregon by and through its State Highway Commission in that certain judgment dated April 24, 1973, entered as Circuit Court Case No. 31745, Coos County, Oregon; Southeasterly of a line at right angles to the centerline of the relocated Empire-Coos Bay Highway at Engineer's Station 56+50 and included in a strip of land variable in width, lying on the Southwesterly side of said center line, which center line is described in said judgment.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southwesterly Side of Center Line
56+50		57+00	40 in a straight line to 44
57+00		57+50	44 in a straight line to 46
57+50		58+00	46
58+00		58+80	53
58+80		61+15	46
61+15		61+75	53
61+75		64+00	46 in a straight line to 40

The parcel of land to which this description applies contains 0.11 acre, more or less.

Grantor also hereby grants to Grantee a permanent easement for the installation and maintenance of traffic signal vehicle loop detectors under, over and across the following described property, to wit:

PARCEL 2

A parcel of land lying in the SE¼SW¼ of Section 21, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SE¼SW¼ lying between lines at right angles to the center line of the relocated Empire-Coos Bay Highway at Engineer's Stations 58+14.61 and 58+64.61 and between lines parallel with and 53 feet Southwesterly and 73 feet Southwesterly of said center line; which center line is referred to in Parcel 1.

The parcel of land to which this description applies contains 0.02 acre, more or less.

And Grantor does hereby covenant to and with Grantee, its successors and assigns, that it is the owner in fee simple of said property which is free from all encumbrances and will warrant and defend the property herein conveyed and the ease-

File 50325

DEED

KNOW ALL MEN BY THESE PRESENTS, That HANOVER BAY, INC., an Illinois corporation, Grantor, does hereby convey unto the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, Grantee, the following described property, to wit:

PARCEL 1

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The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southwesterly Side of Center Line
56+50		57+00	40 in a straight line to 44
57+00		57+50	44 in a straight line to 46
57+50		58+00	46
58+00		58+80	53
58+80		61+15	46
61+15		61+75	53
61+75		64+00	46 in a straight line to 40

The parcel of land to which this description applies contains 0.11 acre, more or less.

Grantor also hereby grants to Grantee a permanent easement for the installation and maintenance of traffic signal vehicle loop detectors under, over and across the following described property, to wit:

PARCEL 2

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The parcel of land to which this description applies contains 0.02 acre, more or less.

And Grantor does hereby covenant to and with Grantee, its successors and assigns, that it is the owner in fee simple of said property which is free from all encumbrances and will warrant and defend the property herein conveyed and the easement rights herein granted from all lawful claims whatsoever.

Highway Division
File 50325

No monetary consideration is being received by Grantor for this deed.

Dated this 29th day of March, 1979.

HANOVER BAY, INC., an Illinois corporation

By _____
Vice President

By _____
Asst. Secretary

STATE OF ILLINOIS, County of Cook

March 29, 1979. Personally appeared Marc A. Kahan and Eugene M. Faigus, who, being sworn, stated that they are the Vice President and Assistant Secretary of grantor corporation and that this instrument was voluntarily signed in behalf of the corporation by authority of its Board of Directors. Before me: Karen Huntowski

_____
Notary Public for Illinois

My Commission expires 1/4/83

cnc/mc

12/8/78

ORIGINAL

Highway Division
File 50325

PARTIAL RELEASE OF MORTGAGE

KNOW ALL MEN BY THESE PRESENTS, That CITIZENS MORTGAGE CORPORATION, a Delaware corporation, having received the sum of One and No/100 DOLLAR ($1.00) as a partial payment on that certain mortgage executed by Hanover Bay, Inc., an Illinois corporation, to Citizens Mortgage Corporation, a Delaware corporation, dated August 15, 1978, recorded August 18, 1978 as No. 78-5-3540, and that Assignment of Lease assigned to Citizens Mortgage Corporation, dated August 15, 1978 and recorded August 18, 1978, as No. 78-5-3549, Mortgage Records of Coos County, Oregon, and on that certain Financing Statement recorded August 18, 1978 as No. 78-5-3570, Mortgage Records of Coos County, Oregon, does hereby release from the lien of said mortgage, the above mentioned assignment, and the financing statement, the following described property, to wit:

PARCEL 1

A parcel of land lying in the SE¼SW¼ of Section 21, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SE¼SW¼ lying Southwesterly of that property designated as Parcel 1 and acquired by the State of Oregon by and through its State Highway Commission in that certain judgment dated April 24, 1973, entered as Circuit Court Case No. 31745, Coos County, Oregon; Southeasterly of a line at right angles to the centerline of the relocated Empire-Coos Bay Highway at Engineer's Station 56+50 and included in a strip of land variable in width, lying on the Southwesterly side of said center line, which center line is described in said judgment.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southwesterly Side of Center Line
56+50		57+00	40 in a straight line to 44
57+00		57+50	44 in a straight line to 46
57+50		58+00	46
58+00		58+80	53
58+80		61+15	46
61+15		61+75	53
61+75		64+00	46 in a straight line to 40

The parcel of land to which this description applies contains 0.11 acre, more or less.

AND DOES HEREBY SUBORDINATE the remainder of the property covered by the liens of said mortgage, assignment, and financing statement to that certain easement for traffic signal vehicle loop detectors, contained in that certain deed from Hanover Bay, Inc., an Illinois corporation, to the State of Oregon, by and through its Department of Transportation, Highway Division, over, across and upon the following described property, to wit:

PARCEL 2

payment on that certain mortgage exceed[illegible] May, [illegible]

tion, to Citizens Mortgage Corporation, a Delaware corporation, dated August 15, 1978, recorded August 18, 1978 as No. 78-5-3540, and that Assignment of Lease assigned to Citizens Mortgage Corporation, dated August 15, 1978 and recorded August 18, 1978, as No. 78-5-3549, Mortgage Records of Coos County, Oregon, and on that certain Financing Statement recorded August 18, 1978 as No. 78-5-3570, Mortgage Records of Coos County, Oregon, does hereby release from the lien of said mortgage, the above mentioned assignment, and the financing statement, the following described property, to wit:

PARCEL 1

A parcel of land lying in the SE¼SW¼ of Section 21, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SE¼SW¼ lying Southwesterly of that property designated as Parcel 1 and acquired by the State of Oregon by and through its State Highway Commission in that certain judgment dated April 24, 1973, entered as Circuit Court Case No. 31745, Coos County, Oregon; Southeasterly of a line at right angles to the centerline of the relocated Empire-Coos Bay Highway at Engineer's Station 56+50 and included in a strip of land variable in width, lying on the Southwesterly side of said center line, which center line is described in said judgment.

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58+80		61+15	46
61+15		61+75	53
61+75		64+00	46 in a straight line to 40

The parcel of land to which this description applies contains 0.11 acre, more or less.

AND DOES HEREBY SUBORDINATE the remainder of the property covered by the liens of said mortgage, assignment, and financing statement to that certain easement for traffic signal vehicle loop detectors, contained in that certain deed from Hanover Bay, Inc., an Illinois corporation, to the State of Oregon, by and through its Department of Transportation, Highway Division, over, across and upon the following described property, to wit:

PARCEL 2

A parcel of land lying in the SE¼SW¼ of Section 21, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SE¼SW¼ lying between lines at right angles to the center line of the relocated Empire-Coos Bay Highway at Engineer's Stations 58+14.61 and 58+64.61 and between lines parallel with and 53 feet Southwesterly and 73 feet Southwesterly of said center line; which center line is referred to in Parcel 1.

The parcel of land to which this description applies contains 0.02 acre, more or less.

Highway Division
File 50325

Provided, however, that the remainder of the premises covered by and described in said mortgage, said assignment and said financing statement shall remain subject to such mortgage, assignment, and financing statement as heretofore.

Dated this 12th day of February, 1979.

CITIZENS MORTGAGE CORPORATION, a Delaware corporation

By _____
Associate Vice President

By _____
Secretary

STATE OF MICHIGAN County of OAKLAND

February 12, 1979. Personally appeared Alfred J. Nagel and John T. Williams, who, being sworn, stated that they are the President and Secretary of grantor corporation and that this instrument was voluntarily signed in behalf of the corporation by authority of its Board of Directors. Before me:

_____
Notary Public for Michigan

My Commission expires

MARY ELLEN FLORA
Notary Public, Wayne County, Mich.
Acting in Oakland County, Mich.
My Commission Expires July 8, 1983

cnc/ae

77 6 09708

WARRANTY DEED (INDIVIDUAL)

AMERY A. MORGAN and MAURICE MORGAN, hereinafter called grantor, convey(s) to HANOVER BAY, INC., an Illinois Corporation all that real property situated in the County of Coos, State of Oregon, described as:

That part of the Southeast quarter of the Southwest quarter of Section 21, Township 25 South, Range 13 West of the Willamette Meridian, Coos County, Oregon, lying Southwesterly of Ocean Boulevard highway right of way, excepting therefrom the West 100 feet of the North 528 feet thereof.

and covenant(s) that grantor is the owner of the above described property free of all encumbrances except _____

and will warrant and defend the same against all persons who may lawfully claim the same, except as shown above.

The true and actual consideration for this transfer is $ 335,000.00 *

Dated this 8th day of June, 19 77.

Amery A. Morgan

Maurice Morgan

STATE OF OREGON, County of Coos } ss.

June 8th, 19 77 personally appeared the above named Amery A. Morgan and Maurice Morgan and acknowledged the foregoing instrument to be their voluntary act and deed.

JACK O. HUDSON NOTARY PUBLIC OREGON

Before me:

Jack O. Hudson

Notary Public for Oregon

My commission expires: August 20, 1978

* If the dollar amount should include cash plus all encumbrances existing against the property to which the property remains subject or which the purchaser agrees to pay or assume.

** If consideration includes other property or value, add the following: "However, the actual consideration consists of or includes other property or value given or promised which is part of the/the whole consideration." (Indicate which)

WARRANTY DEED (INDIVIDUAL)

Amery A. Morgan
Maurice Morgan
TO
Hanover Bay, Inc.

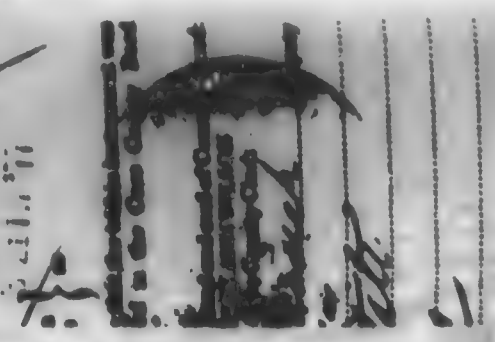
After Recording Return to:

HANOVER BAY, INC.

STATE O'

County
I ce
on the
at
on page
Wi

9708



8930

STATE OF OREGON

INTEROFFICE MEMO

TO: A. Shirley, Region Engineer

DATE: March 22, 1979

FROM: Gerald Wimer
Local Government Manager

NOTED
E. S. HUNTER

SUBJECT: K-Mart Access Signals
Empire-Coos Bay Highway

Art Brummitt received word from you yesterday that the right-of-way for the subject project had been obtained. We cannot proceed to contract until your office receives written assurance that K-Mart or their representative is agreeable to the plans, specifications and engineer's estimate.

Because of this, the project was pulled from the March 29 scheduled bid opening and must now be shifted to the May 24 bid opening from the April 26 bid opening. Your early resolution of this matter will be appreciated.

GW:dmc
cc: E. S. Hunter
Jack Sollis
J. H. Versteeg
J. Sullivan
Fred Hildebrandt

RECEIVED
TECHNICAL SERVICES
MAR 23 '79
REFER TO
FOR

01-125-1367

8930

TO: Program Management Engineer DATE: 1-2-79

FROM: Traffic (Zirbes)

SUBJECT: Revision to Project Status Report

PREFIX: 6-8213

SECTION: at K-Mart Access

HIGHWAY: Empire/Coos Bay HIGHWAY INDEX NO: 0243

COUNTY: Coos

MILESTONE/ACTIVITY	N/A/DURATION/COMPLETE
RECONNAISSANCE	
DRAFT EIS	
CORR APPR/FEIS	
FIELD SURVEY	
PRELIM DESIGN/DEIS	
DESIGN APPR/FEIS	
FINAL DESIGN	
R/W ACQUISITION	
PS&E DOCUMENTS	

CHANGES TO PROJECT IDENTIFICATION:

KIND OF WORK

LENGTH

COST New Est. $44,610.00

OTHER Presently scheduled for Jan. 25, 1979

Reschedule for ~~Mar~~ Feb. 22, 1979.

Copy To:
Don Trout
Boz Swan

Paper work not cleared w/ K-Mart yet.

Note: R/W and estimate not clear in time for Jan. Bid letting
Recommended that project be rescheduled for Feb. as Range

Section Empire/Coos Bay Hwy 3 - Mart Access (Coos Bay) Prog...mming Estimate $ 44,000 HM

Highway Empire - Coos Bay Project Length —

County Coos Completion Time 220 calendar days

Kind of Work Traffic Signal Installation

Prefix 6-8213- FA Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 36 966 00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	750	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)	250	
Temporary Erosion Control		
State Furnished		
Install Water Meter		$ 1,880
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	880	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 38,846 00
Contingencies (4-1/2%)		1,748 07
Engineering (10 %)		3,884 60
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 44,478 67

APPROVED

Road Design Engineer

Section Empire/Coos Bay Hwy (Mort Access (Coos Bay)) Prog. nming Estimate $ 44,000 SHN

Highway Empire - Coos Bay Project Length —

County Coos Completion Time 120 calendar days

Kind of Work Traffic Signal Installation

Prefix 6-8213- FA Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 36,966 00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	750	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)	250	
Temporary Erosion Control		
State Furnished		
Install Water Meter		$ 1,880
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	880	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 38,846 00
Contingencies (4-1/2%)		1,748 07
Engineering (10 %)		3,884 60
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 44,478 67

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 11-21-78

Section Empire/Coos Bay Hwy. at K-Mart Access (Coos Bay) County Coos

Kind Of Work Traffic Signal Installation Length — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	865.00
2	Temporary Signs		Sq. Ft.	124	6.00	744.00
3	Flagmen		Hour	40	20.00	800.00
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	34,557.00
	Total					36,966.00

8930

243

Salem, Oregon
October 27, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

50325 - Morgan
50326 - Oceanway Enterprises, Inc.
Cape Arago Hwy-Woodland Dr. Section
[redacted]
Coos County

Attached are two files (three parcels), an authorization, and R/W prints covering R/W and an easement for the K-Mart access on the subject section.

It is our understanding that the highway widening has already been done and the traffic signal is scheduled for the January 25, 1979, letting.

According to correspondence from Region (copies attached), this R/W is to be furnished at no cost to the State by K-Mart.

By:

Floyd O. Scott
R/W Spec. Engineer

FOS: ej
Attach.

cc: L.E. George

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: Floyd Scott
Right of Way Descriptions Engineer

DATE: October 12, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Additional Right of Way
K-Mart Entrance at Ocean Boulevard
Empire-Coos Bay Highway
Coos County

Attached is a copy of the preliminary signal installation design described in James J. Gix's October 4, 1978 letter. As stated by Mr. Gix, Region 3 Construction Engineer, additional right of way is to be furnished at no cost to the State by K-Mart.

In addition to more right of way, an easement will be needed for installation and maintenance of vehicle detectors in K-Mart's access. Both right of way and easement are clearly marked on the map.

L. E. George
Traffic Engineer Supervisor

KRR:ds
Attachment

R/W Map 9B-4-7

NOTED
FLOYD O. SCOTT
10-12-78

Desc. to R/W
10-27-78

Called John Christopherson for info. He will check for necessary data.

10-13-78
Gary Colfax called. He will get deeds and E'ly Limits. (672-6658)
L.

81-128-1307

8930

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

October 18, 1978

Gary Colfax

FROM: GARY COLFAX phone 672-6658
Asst. Regional Traffic Engineer

SUBJECT: Proposed Right-of-Way
K-Mart Signal
Empire-Coos Bay Hwy.

TO: Floyd Scott
Right-of-Way Descriptions Engineer
SALEM

6 - 8213 - 909

Attached please find a list of newly proposed right-of-way widths for the signal installation at the subject project. These distances are necessitated due to the increase in pavement width at this location.

I also included the radii at the easterly approach due to the possibility of a span wire mounted "NO LEFT TURN" sign being installed in the future, as explained in the attached letter.

GC/cp
Attach.

Vosburg
Christensen
George
Olson
Terpin
Sullivan
Scott
Andersen

RECEIVED
OCT 19 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up / /
Action

NOTED
ROBERT R. ROUNDS
OCT 19 1978

m 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Proposed R/W

K-Mart Signal

Empire - Coos Bay Hwy

ation		Distance Right						
+50		40'						
7+00		99'						
0+50		86'						
4+00		86'						
		53'						
3+80		53'						
		86'						
+15		86'						
		53'						
+25		53'						
		86'						
3+00		80'						

8930.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

October 4, 1978

ORIGINAL SIGNED BY J. J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

TO: L.E. George
Traffic Engineer Supervisor
SALEM

SUBJECT: Preliminary Traffic Signal Design
K-Mart Entrance @ Ocean Blvd.
Empire - Coos Bay Highway
Coos County

Attached is a copy of the preliminary design for the proposed traffic signal installation at the subject location for your use in the development of the final design.

The additional right-of-way required, shown by the line in red, is to be furnished at no cost to the state by K-Mart. Could you please furnish one copy of this plan to Floyd Scott so that he may make arrangements to acquire the needed right-of-way from K-Mart. This office would also appreciate a copy of this plan for our files.

JJG/KDO/cp
Attach.
cc: Floyd Scott
B.E. Brown

Vorstoog
Christensen DLC
George
Olson
Torpin
Sullivan
Scott
Anderson

RECEIVED
OCT 05 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

6730

August 15, 1978

Hanover Bay, Inc.
6160 N. Cicero Ave.
Chicago, Illinois 60646

Attn: Mr. Irwin Kaiser

Dear Mr. Kaiser:

This will confirm our telephone conversation of August 11, 1978 concerning installation of traffic signals on the Empire-Coos Bay Highway at Mile Point 1.08, in the City of Coos Bay, to accomodate a proposed K-Mart access.

I have personally verified that your check in the amount of $4,500 was entered in the Advance Deposit Ledger of the Oregon State Highway Division on May 17, 1978, and Account No. 6-8213 was assigned. The money is to be expended only for field surveys and the preparation of plans, specifications and estimates for this particular project.

A second advance deposit will be required following the opening of bids for installation.

Please feel free to contact this office if you require additional documentation.

Very truly yours,

Gerald W. Wimer
Local Government Manager

GWW:dmc
Attachments

3930

8

July 3, 1978

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Irving Johnson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6536

Hanover Bay, Inc.
6160 North Cicero Avenue
Chicago, Illinois 60646

Attention: Donald Kahan

Gentlemen:

Attached for your records is a fully executed copy of an agreement with City of Coos Bay, Hanover Bay, Inc., and the Highway Division for the installation of traffic signals at M.P. 1.08 on the Empire-Coos Bay Highway to accommodate a new K-Mart Shopping Center Development.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Rhod
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

8930

Form E-183—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Hammond Bay, Inc. (K-Mart)

6160 N. Cicero Ave.
Chicago, Ill. 60646

By: Donald Kahan

President
(Official Capacity)

Order No. 3-169

Date 6-7-78

Prefix and account number to which work is to be charged 6-8213

Description and Location of Work To Be Performed or Materials To Be Furnished:

Perform all preliminary engineering and preparation of the plans, specification and estimates for a traffic signal installation and channelization on Empire-Coos Bay Highway for K-Mart Development.

Estimate of Quantities and Cost

Estimate cost per agreement #6536 $4500.00

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 4,500.00

Deposit received by Secretary on 5-17-78

Authority from Requisitionist:

- ☒ Agreement dated 3-10-78 #6536
- ☐ Letter to ..... date .....
- ☐ Oral request to ..... date .....

Department Authority:

- ☐ Order of Highway Commission
- ☒ Order of State Highway Engineer
- ☐ Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials .....

Superintendent or engineer responsible for performance of work and submission of information for billing Eugene Ash, Resident Engineer

Record of billing requests:

Number			
Date			
Amount			

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

ED-9250

Order prepared by Region 3 Hwy. Div. ODOT Department

Signed John E. Christopher

Regional Office Engineer

8730

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 28, 1978

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Region Federal Aid Engineer

TO: D. H. Moehring, Manager
Office of Project Management

SUBJECT: Request for a Three-Party Agreement Preparation
Hammond Bay, Inc. (K-Mart)
Empire-Coos Bay Highway
Coos Bay

Hanover

A K-Mart store is being developed in Coos Bay adjacent to the Empire-Coos Bay Highway and in accordance with our usual policy, the developer will be asked to pay for any highway improvements necessary.

Please develop an agreement with the following wherefores and whereas's:

a. The agreement will be between the state and Hammond Bay, Inc.; President - Donald Kahan, 6160 N. Cicero Ave., Chicago, Ill. 60646, and the City of Coos Bay.

b. That the state will supply to the contractor at Hammond Bay Inc.'s cost all the necessary signal hardware to accomplish the signalization of the private access except standard wire and similar items normally in the hands of signal contractors.

c. That the supplying of the hardware is necessary to attempt to meet the August opening date of their retail facility.

d. That the state will accomplish all preliminary engineering, prepare contract plans, advertise for bids, award a labor contract, and accomplish construction engineering. This will be at the cost of the corporation.

e. That upon signing of the agreement, the corporation will forward an advance deposit in the amount of the estimated cost of the preliminary engineering phase.

f. That after bid opening and prior to contract award, an advance deposit of 100% of the contract cost (labor) and the hardware cost (from state) will be deposited via region office.

g. That the state will maintain the installation upon completion as per the League of Oregon Cities.

269-9121

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐

MAR 3 1978

File: PM FA
TAA Holmes LG OP
MP? 1.08

h. That the City of Coos Bay will assume the cost of power consumption as per the agreement between the state and the League of Oregon Cities.

Please send a draft copy to Mr. L. E. George, Traffic Engineer, for review and concurrence.

glc/cw

cc L. E. George
B. E. Brown
E. H. Ash
John Grassman

8930

6-39

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

District 7

P. O. Box 1265 Coos Bay, Oregon 97420 269-9121

September 21, 1977

Edward W. Riley
Architects & Engineers
P. O. Box 630
North Bend, Oregon 97459

RE: K-Mart Development
Ocean Boulevard-Coos Bay

Dear Ed:

In regards to your letter of September 7, 1977 concerning two entrances to the proposed K-Mart facilities versus one, as previously discussed. In discussing this with our Regional Engineer, he feels that the two access concept would be acceptable, but with the stipulation that if left turns become a problem into the easterly approach, a span wire sign prohibiting left turns would be necessary and the cost of this sign would be borne by the developer. The estimated cost for a sign of this type would be $4,000.

The traffic signal as proposed for the main approach is estimated to cost $37,500 including preliminary engineering. Our Salem staff has indicated that this signal would be installed under an agreement between the developer and Oregon State Transportation Commission. The signal contract and the engineering work required would be done in its entirety by the Highway Division. We would do the engineering work ourselves and also let the construction contract for the signal. This work would probably take a six month time span to complete, so please advise your clients thoughts at the earliest convenience.

Very truly yours,

B. E. Brown
District Engineer

ENTERED ON STATUS RECORD

BEB/lm

cc: Kipp Osborn
9-22-77
cc: L.E. George
Sent cop

ROSEBURG REGION
RECEIVED
SEP 22 1977

RE			RDE	
DUE	DES	RSR	FILE	
ENV	FAE	RBI		

Please Return to Osborn after circulation.

Form 81-734-3122

.1979 Pacific Hwy. West ● 19th 8931
.St. in McMinnville
.(Traffic signal installation)

CIA 6674 8-9-78

8931

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-16-81

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS Capitol Bldg. - Salem OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM Sep 5, 1978

TO Apr 18, 1979

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
N-4560(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
8,774.72	8,774.72	86.77%	4,974.42	4,974.42	-0-

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

FORM FHWA-PR-20A
(Rev. 5-70)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Highway East @ 19th St. (McMinnville) Section in Yamhill County					
	Preliminary Engineering					
	Type Code 74	All Required			$ 730.72	
	State				$ 730.72	
	Total Participating Costs				$ 730.72	
	TOTAL COSTS					
	Prepared based on costs shown on Federal billing as of August 30, 1979.					

AMOUNT CARRIED FORWARD.

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 4-18-79 — TO 12-29-80

FEDERAL AID PROJECT NO. M-4560(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$48,045.02	$46,538.33	88.18%	$41,037.50	$41,037.50	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon

3/16/81 V.E. Skoog, Controller

$ 0.00

FORM FR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Hwy. W. at 19th St. (McMinnville) FAU 4560 (19th St.) Yamhill County					
	Construction Type Code Y031 Signal					
	Final Contract Payment Summary	Lump Sum			$40,198.40	
SFO #1	Permanent Pavement Striping & Signing (State)	All Required			1,034.55	
	Total Participating Construction Cost				$41,232.95	
	Construction Engineering State	All Required			5,305.38	
	Total Participating Project Cost				$46,538.33	
	Non-Participating Cost Interest on Final Payment	All Required			6.70	
SFO #1	Permanent Pavement Striping & Signing (State)	All Required			93.73	
	Construction Engineering	All Required			1,406.26	
	Total Non participating Cost				$ 1,506.69	
	Total Project Cost				$48,045.02	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/12/81.					

AMOUNT CARRIED FORWARD .....

#8931

12-23-80

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Yamhill	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
12-23-80	W. H. Kappus, Area Engineer		M-456(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-3-80	2-22-80	$\frac{219}{220} = 99.5$ %	220 C.D.

APPROVED EXTENSIONS	LOCATION
None	At the intersection of Pacific Highway West and 19th Street in McMinnville, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. WEST @ 19th ST. (McMINNVILLE)
PACIFIC HWY. WEST
Traffic Signal Installation

This project provided for the installation of a traffic signal.

The final cost of the project underran the original estimate by 1.3 percent.

A final inspection of the completed project was conducted January 15, 1980. Acceptance is recommended.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 30'80
REFER TO
FOR
Info. | Invest. | R/D | D/R | Sign | Act. | File

12/30 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12/29/80	TITLE Field Operations Engineer	DATE 12/29/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8931

L.

3-11-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

8931

February 27, 1980

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

COM 5
Contract #8931

Gentlemen:

Contract No. 8931 awarded to Hamilton Electric, Inc. for traffic signal installation on the Pacific Highway West at 19th Street in McMinnville on FAU 4560 in Yamhill County was completed on January 3, 1980, and accepted by the State Highway Division on February 22, 1980.

Final payment in the amount of $2,019.78 will be released to the contractor after March 3, 1980. The total contract amount is $40,198.44. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorsuch
COMMISSION SERVICES

cnb
cc: Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97440

bc: C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Kacek
C. O. Fredrickson

8931 ○ 2-6-80 ○ McMinnville

PACIFIC HWY. W. @ 19th St. (McMINNVILLE)
YAMHILL COUNTY CONTRACT # 8931
PROJECT NARRATIVE

A preconstruction conference was held August 7, 1979. Work started on August 8, 1979, with the excavation of Pole bases. The Safari Motel and Restaurant has a row of arborvitae along the back face of the sidewalk, partly on R/W. The manager of the Motel was contacted and he had 3 plants moved to make room for Pole # 2. Also at Pole # 2 the Gas Co. had marked their line, which showed the line at about the middle of the base. The contractor excavated this base by hand but did not find the Gas line. Base and guard post installation was complete on August 15, 1979.

Loop installation started on August 20 and was completed on August 21, 1979.

Poles arrived and were installed on October 4, 1979.

Span wire and Signal installation started November 9, and completed on November 16, 1979.

Work on wheel chair ramps was started on November 28 and completed December 3, 1979.

Traffic control on the pavement presents many problems, if the weather is inclement. There were days between August 7, 1979 and January 3, 1980 in which the lines could have been painted and it would eliminate some of the confusion that occurs on the day of turn on.

The City of McMinnville requested that a change be made to the intersection of 17th and Pacific Hwy. West. This intersection forms a Wye. Cross traffic from Baker to 17th would be eliminated with a Rt. turn only from 17th to Pac. Hwy. W. and no left turn from Baker to 17th. Traffic would then use the 19th St. signal to make this movement. State crews will wait until we have several days of dry weather to do this work rather than attempt to dry the pavement for painting.

Warren E. Mueller
WARREN E. MUELLER
RESIDENT ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: PACIFIC HWY. W. @ 19th St (McMinnville)
HIGHWAY: PACIFIC WEST
COUNTY: YAMHILL

CONTRACT #: 8931
PREFIX #: 336-1081
F.A.P. #: M-4560(2)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$ 40,609.00	$ 40,197.50	- 1.01
Anticipated Items	1,900.00	1,900.00	------
Contingencies	1,912.91	---------	-100.0
Engineering	4,250.90	4,250.90	-----
Total	$ 48,672.81	$ 46,348.40	- 4.77

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)

NONE OF NOTE.

Warren E Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
Olson
DB Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
FEB 6 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8931

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

DATE: January 29, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

R D Church for .

NOTED
H. S. COULTER

RECEIVED
STATE HWY DIV
FEB 22 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-4560(2)

Contract 8931, Work Completed January 3, 1980

Project Pac. Hwy. West @ 19th St. (McMinnville)

Highway FAU 4560 (19th St.)

County Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1/15/80

G. K Green
G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

RECEIVED
OREGON DIVISION
JAN 30 1980
RECEIVED

Keasey — RECEIVED — Richards
Jackstond — Berg
Hopkins — FEB 22 1980 — Inlest
Williams — Widmer
Johnson — CONSTRUCTION BRANCH — Debauer
Glenn — Church

Form 734-3192

FORM 81-734-3001 X931

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PAC. HWY. W. @ 19th St. (McMinnville)	WEEK ENDING: 1/12/80	
	SECTION PREFIX: 336-1081	
HIGHWAY: FAU 4560 (19th St.)	COUNTY: YAMHILL	
NAME OF JOB: PACIFIC HWY. W.@ 19th St. (McMinnville)	KIND OF WORK: TRAFFIC SIGNALS	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 8931	FEDERAL AID PROJECT NUMBER: M-4560(2)
DATE OF CONTRACT: 5/16/79	DATE WORK STARTED: 8/8/79	ESTIMATED COMPLETION DATE: 1/4/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 219
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99.5
PROJECT AUTHORIZATION: $ 48,672.81		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 44,421.91	ENGINEERING AUTHORIZATION $ 4,250.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 44.421.91	ENGINEERING COST TO DATE $ 4,250.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: 1/3/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				PROJECT COMPLETED
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 14 1980
CONSTRUCTION BRANCH

Keasey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

JOB COMPLETE - LAST REPORT

SEMI-FINAL SUBMITTED 1/14/80

3rd NOTIFICATION TO BE SUBMITTED WHEN THE CONTRACTOR SUBMITTS THE REMINDER OF THE MATERIAL CERTIFICATIONS AND PAYROLLS

SIGNED Warren E. Mueller LOCATION

WARREN E. MUELLER, RES. ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8931

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-140	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-14-79	County Oregon Project No. Yamhill M-4560 (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Intersection SP 99W (McMinnville)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-18-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 47,642.00	$ 41,978.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Tolmie

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: C. L. Green

Date executed by Division Administrator JUN 14 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, May 30, 1979

Federal Aid Project
No. M-4560 (2)

PACIFIC HWY. W. AT 19th ST. (MCMINNVILLE)
FAU 4560 (19th ST.)
YAMHILL COUNTY

Project Agreement Estimate.

Type Code Y031
Signal

Temporary Protection and Direction of Traffic	All Required		$ 602.00
Temporary Signs	150 Sq.Ft.	4.50	675.00
Flagmen	40 Hr.	5.00	200.00
Sidewalk Ramps	4 Each	531.50	2,126.00
Traffic Signal Installation Complete	All Required		37,006.00
			$ 40,609.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 1,000.00
	Subtotal		$ 41,609.00
	Engineering		5,133.00
	Engineering (Sig. Cont. Testing)		900.00
	Total		$ 47,642.00

Length of Project - - - - - - - - - - - - - - 0.00 mi.

Federal Funds (88.1%)	$ 41,972
State Funds	5,670
Total	$ 47,642

Group 1 100%
Contract No. 8931
Prefix 336-1081

8931

May 10, 1979

City of Mattinsville
City Hall
Mattinsville, Oregon 97128

Attn: Marjorie K. Kerber
City Recorder

Gentlemen:

On May 10, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 West Fifth Ave., Eugene, Oregon 97401 for installation of a traffic signal on Pacific Hwy. West at 19th Street Section. The anticipated construction cost of their bid is as follows:

Bid Item	$40,669.00
Permanent Pavement Striping	$ 1,000.00
Signal Controller Testing	900.00
4 1/2% Contingencies	1,912.91
10% Engineering	4,250.00
ESTIMATED TOTAL COST	$48,672.91

As this project is on a State Highway, there will be no advance deposit required. This letter is for your information only.

Very truly yours,

Gerald Winer
Local Government Engineer

FWH:pf

bcc: Phil Stearns, Federal Aid Specialist

5931 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 4-18-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-4560(2)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1 ☐ 2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90155

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-25 orig to Mschwarz

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-18-79	4-18-79	FAU-4560	City Street

GENERAL LOCATION:
Pacific Hwy. West at 19th Street (McMinnville) Section

GENERAL DESCRIPTION OF WORK:
Install Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $1,000
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 16, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $54,851 - Federal Funds $48,323.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-79	G Galbreath	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8931

Section Pac. Hwy. W. at 19th St. (McMinnville) Programming Estimate $ 56,000

4-13-79

Highway FAU 4560 (19th St.) Project Length —

County Yamhill Completion Time 220 cal. days

Kind of Work Traffic Signals

Prefix 336-1962 FA Project No. M-4560(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 46,905.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 1,900.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing	900	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
	SUBTOTAL	$ 48,805.00
Contingencies (4-1/2%)		2,196.23
Engineering (10 %)		4,880.50
Credit for		$
Estimated Net Authorization, Construction		$ 55,881.73

APPROVED

Road Design Engineer

ORIG. 44,000
REC'D. 3-13-79
Z

STEARNS Says OK
Z

M.

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1

Date Feb 27, 1979

Section Pacific Hwy. W. at 19th St. (McMinnville) County Yamhill

Kind Of Work Traffic Signals Length — Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	325-
	Temporary Signs		Sq. Ft.	150	6-	900-
	Flagmen		Hour	40	22-	880-
	Sidewalk Ramps		Each	4	300-	1,200-
	Traffic Signal Installation, Complete		All	All	-	43,600-

8931

1W

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

3-19-79

RECEIVED
MAR 12 1979
DISTRICT II
R/W. OFFICE

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-4560(~~1~~) 2
Project Name Pacific Hwy. W. @ 19th

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC: D.E. SWAN
C.T. KEASEY
R. TRIGSTAD
sent 3-22-79 H

Signed at McMinnville, Oregon, this 19 day of March, 19 79

City of McMinnville

Certified By: [signature]
Regional Right-of-Way Supervisor
Date 3/26/79

RIGHT OF WAY SECTION
RECEIVED
MAR 27 1979
RE | ARE | ARA | PS | CA | RS
P...S | AS | CE | OS | T... | FAO

[signature]
Mayor

[signature]
City Recorder

Instructions: Complete A or B and C.

H

8931

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT Project Data Submission
Item No. 90155
Project No. M-4560(2)
Pacific Hwy. W. @ 19th St.
(McMinnville) Section
Yamhill County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 12, 1979.

JLG:dmc
Attachment
cc: C. O. Fredrickson, Region 2
[redacted]

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM FR-1 (REV. 4-61)

March 15, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): City St., Intersection SR 99W (McMinnville) (21)(65)

ADT — PRESENT: 16,000 — FUTURE: --- (66) — YEAR (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Traffic Signals (22)(62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): M- (14)(23) — NUMBER: 4560 (7)

CARD — CLASS OF FEDERAL FUNDS: Urban System — NAME OF URBAN AREA (17-31): McMinnville

COUNTY NAME: Yamhill

ROUTE NO. U — FEDERAL-AID: 4560 (32) — STATE: City St.* (36)(37) — U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53	(54)(55)	(56)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y031		"Pac. Hwy. W. @ 19th St. (McMinnville) Section"	0.0	55,900	49,200	6,700	---
								0.0	55,900	49,200	6,700	---

(10) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY: JLG — PROJECT TOTALS

CARD 17 — CODE 14 — PROGRAM APPROVAL DATES: 10-13-78

*19th St.

REMARKS: Additional Data: Item No. 80 M-4560(1). In schedule of co dated 9/78 on pg. 18 as #16.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 15, 1979

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Intersection SR 99W (McMinnville)		16,000	---		10	Oregon	41	W32	90155

T. Projects Only

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
								M-	4560	(2)		

COUNTY NAME: Yamhill — CODE: 071

ROUTE NO. U — FEDERAL-AID: 4560 — STATE: City St.* — U.S.

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
								Inst. multiphase traffic signal & incidental work common to this type of proj. Adj. util. as req.
ROW								
CONST (CODE) Y031		"Pac. Hwy. W. @ 19th St. (McMinnville) Section"	0.0	55,900	49,200	6,700	---	ROW-45' normal; Access Control-none; Parking Restrictions-Complete
		PROJECT TOTALS	0.0	55,900	49,200	6,700	---	

APPROVAL DATES: JLG 10-13-78

*19th St.

REMARKS: Additional Data: Item No. 80372; Project No. M-4560(1). In schedule of contract lettings dated 9/78 on pg. 18 as #16.

CITY OF
McMinnville

CITY HALL • Telephone 472-9371
McMINNVILLE, Oregon 97128

March 14, 1979

REGION 2 ENGINEER
RECEIVED
MAR 16 1979
TRE RES
PC LCE RME MTE ROW
UTE GEO ESD ENV PEC

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Re: FAU 4560 - 19th Street
Yamhill County, McMinnville

Dear Mr. Stearns:

Upon review of the plan sheets 4510, 4511 and 4512, the following comments are submitted:

Sheet 4510: Signal head face sizes are inconsistent with previous installation so it is a question as to why the use of 12" green on #427 and 4279, and 12" R and 12" Y on #458.

The extra head, 12" GRTA, on 4279 is a great electricity user and point burner, but what is it for? This movement is allowed on green as well as on red after stopping. We have no right turn arrows in town and if you have a green arrow then you cannot give a "pedestrian walk". We suggest omitting GRTA.

We understand that FHWA would like a prohibition of right turn in Phase 4 but after driving these turns and noting the conflicts, it would appear that this presents a minimal problem with the number of vehicles anticipated to make this movement.

Sheet 4511: A comment on detector locations: The locations appear good on all except the 110' from stop on south bound as the driveway at that location is fairly heavily used and #14 will probably be in the same crossing pattern.

Sheet 4512: Nothing noted.

Very truly yours,

William M. Blum
City Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 19 1979
File: PM FA LG OP

WMB:llh
Enclosure: Marked & signed FAU 4560 plans

cc: Tom Brizhet 3-22-79
TAA Zehner

89.31

February 26, 1979

The Honorable Norman R. Scott
Mayor of McMinnville
City Hall
McMinnville, OR 97128

Dear Mayor Scott:

In reply to your letter of February 14th, we are not at this time stockpiling critical materials for signal projects other than those for emergency type situations. However, we are presently studying procedures to reduce the time for installation of a traffic signal.

The design of the Pacific Highway West and 19th Street signal is complete, and therefore the bid opening can be moved up from July to April 26. This will permit the signals to be in operation about the time of fall school opening.

If I can be of any further assistance, please let me know.

Sincerely,

M. S. Coulter
State Highway Engineer

WRZ:mac HSC:cm
bc: F. B. Klaboe
E. S. Hunter
L. E. George
C. O. Fredrickson

cy: Engineering
Secretary
2-21-79

CITY OF

McMinnville

CITY HALL • Telephone 472-9371

McMINNVILLE, Oregon 97128

February 14, 1979

RECEIVED
STATE HWY ENGR
FEB 16 '79
REFER TO
FOR
Info | Inves | R/D | DxR | Sign | Act | File

cy George
cy Hunter Fredrickson

Mr. H. Scott Coulter
Highway Engineer, D.O.T.
Transportation Building
Salem, Oregon 97310

Re: Signalization of 19th and Highway 99
in McMinnville, Oregon

Dear Mr. Coulter:

The reference signalization has apparently been approved for FAUS funding but with the current process, it would appear that installation and on-line operation may be delayed into December of 1979, due to bidding date and equipment lead time.

As the State will probably advertise in July and contract this project in August, it would appear that the only course open to expedite this would be if the State could furnish the equipment and contract for the installation, thus saving equipment order and supply lead time. The subsequent time savings might place this signal on line in time for the start of the school year in September of this year.

Up to the present time, we have been very fortunate and have had no school bus or student pedestrians involved at this intersection. I would appreciate not having to start yet another school year and run several months into it with the continual and justifiable citizen complaints involved.

We would be most appreciative if you can find any way to expedite this control installation for the drivers and pedestrians of McMinnville. Thank you for your consideration in this matter.

Sincerely,

Norman R. Scott
Mayor

WMB:llh

8731

NARRATIVE REPORT

Highway 99W at 19th Street (McMinnville)
FAU 4560
Yamhill County
November 1978

Richard E. Nelson
Region II Location Engineer

This project is number two on the Urban Area Priority list of projects. The authority was submitted April 19th and approved September 5, 1978.

The right of way as shown on the detail map was projected from monuments located in the vicinity and by computing curve points of the centerline of the Pacific Highway. Basis of bearings and coordinates used were taken from the right of way map of the Pacific Highway. The subject right of way map had coordinates at the P.I. and found monuments at the intersections of 19th with Baker and Evans.

Region 2 Traffic Engineer, Dave Weaver, located the traffic signal poles on the detail map and are identified with a ⊕. A conflict with the gas line in the northwest corner is a possibility. A copy of the detail map has been sent to Region 2 Utility Engineer, Don Bedford.

Due to the angle of the intersection some concern has been expressed relating to the turning radii of the SW and NE corners. Therefore Bill Kappus, Ted Litchfield, Dave Weaver and John Read reviewed the subject project (see attached letter from Dave Weaver) on Tuesday, November 14, 1978.

In conclusion, the project request and authority to survey make mention of improving the illumination, an item which could easily be overlooked.

Review and improvements in this area are left to the discretion of the designer.

11-20-78
Survey Data
Rec'd. No Estimate

CRM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 17, 1978

Salem, Oregon

FILE: T 1W-10

FROM: David R. Weaver
REGION II TRAFFIC ENGINEER

SUBJECT: 19th Street & 99W

TO: L. E. George
TRAFFIC ENGINEER SUPERVISOR

Preliminary review of the proposed signalization of 19th Street with Pacific Highway 1-West in the city of McMinnville indicated there may be a right turn problem. Nineteenth Street intersects the Pacific Highway West at an approximate 124° angle. A 16-hour manual count taken in 1974 indicated that from 19th Street, approximately 11% of the vehicles turn right onto the Pacific Highway West. The existing curb radii (approximately 15' on the northerly side, and approximately 12' on the southerly side) make vehicular lane usage erratic. When the signalization is completed at this intersection, it may well be that motorists will anticipate a higher-type facility. Increasing the radii is not economically practical at this time.

For the above reasons, it is recommended that the Oregon Transportation Commission prohibit right turns onto the Pacific Highway West from both approaches of 19th Street. Alternate means of access to Highway 1-W are easily available within a half block. No major inconvenience to traffic should result. These recommendations were discussed with and approved by local FHWA officials in the location review process.

DRW/rgl
cc: R. A. Kuehn
Richard Nelson

Form 81-734-3114

8931

FAU

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date October 20, 1978 (McMinnville)

Week ending October 19, 1978

Job name 99W at 19th Street Junction

Highway 19th Street, FAU 4560

County Yamhill

Job prefix 336-1962

Anticipated per mile cost of survey

		Unit 1	Unit 2	Unit 3	Unit 4	Total Survey Section
Mileage Staked	Total				0	
	Preliminary				0	
	Location				0	
Per Cent Complete	Field				10	
	Office				1	
Date of Survey	Started				10-19-78	
	To be completed				12-1-78	
Estimated construction cost						

Unit name: Unit 1 — 2 — 3 — 4

Expenditures — This Week

Salary 427

Other 15

Previous total 0

Total (including this week) 442

Anticipated total 1,200

Authorization

Field (901) 1,200

Per cent expended 37

Anticipated overrun 0

Mail address P.O. Box 14030

Salem, OR 97310

Signed for Richard E. Nelson

Title REGION II LOCATION ENGINEER

REPORT OF WEEK ACTIVITIES

Office: No work, one man checking property ownerships in courthouse.

Field: Three man crew worked two days tieing topography, and checking right of way.

NOTED
W. N. HACKLEMAN

NOTED
G. C. WILLS

cc: C.T. Keasey
C.O. Fredrickson
File

INSTRUCTIONS: Original to Salem office, duplicate to Division Engineer, triplicate to be retained [illegible] additional copies as required

8931

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-5-71

FEDERAL AID PROJECT NO.: M-4560(1)

STATE PROJECT NO.: See below

COUNTY NAME: Yamhill

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80372

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-5-78	FAU 4560	City Street

GENERAL LOCATION:
Pacific Highway West at 19th St. (McMinnville) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including archeology salvage and utility preparatory work TEC NTE $4,500 - F.F. #3,859
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-11-78 letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

NOTED
F. B. KLABOE
Swan
9-11

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-5-78	S. K. Hamm	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8931

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80372
Project No. M-4560 (1)
Pacific Hwy. West @ 19th St. (McMinnville) Section
Yamhill County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $4,500 with an obligation of $3,859 in federal funds.

CL:pf
Attachments

cc: C.O. Fredrickson (Region 2)
E. Zahner

NO ADV. DEP REQUIRED

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-11-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., 19th Street (McMinnville) 65	ADT	PRESENT 16,000	FUTURE N/A (66) (70)	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASS'F. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 22	NUMBER 7 4560	
CARD 6	CLASS OF FEDERAL FUNDS Urban System						COUNTY NAME Yamhill			COD (12) 07	
	NAME OF URBAN AREA 17-31 McMinnville						ROUTE NO. 0	FEDERAL-AID 4560 (32)	STATE * (36) (37)	U.S. - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		"Pacific Hwy. West @ 19th St. (McMinnville) Section"	0.0	4,500	3,859	641	
5A					ROW							
5					CONST (CODE)							
								0.0	4,500	3,859	641	
									(16) (23)	(24) (31)		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

CL

REMARKS

* 19th St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

8-11-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewrite. spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty St., 19th Street (McMinnville)	ADT	16,000	N/A	98	10	Oregon	41	W32	80372

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
ngineering								M-	4560	(1)		

Urban System

McMinnville

COUNTY NAME: Yamhill — CODE: 071

ROUTE NO. 0 | FEDERAL-AID: 4560 | STATE: City St.* | U.S.: - -

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.0	4,500	3,859	641		Util. Prep. work as req.
W		"Pacific Hwy. West @ 19th St. (McMinnville) Section"						
NST								Row - 45' normal; Access Control-none; Parking Restrictions-complete.
CL		PROJECT TOTALS	0.0	4,500	3,859	641		

AL DATES

REMARKS

* 19th St.

-Over-

USCOMM DUSCOMM-DC 4891 C-201

Pacific Hwy. West @ 19th Street (McMinnville) Section
Project No. M-4560 (1)

Existing Facility

a) 19th Street (FAU 4560) -- 34-foot curbed street.
b) Pacific Hwy. West (FAP 9) -- 4 through travel lanes with left turn lane. Traffic entering the intersection from 19th Street Presently controlled by stop signs.

Adjacent Sections:

Same as existing facility.

Project Data:

Work under this project consists of preliminary engineering all phases including utility preparatory work required for the future installation of a multiphase traffic signal.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor Action project under provisions of para 10e.

FHPM 7-7-5 Requirements:

a) Public Hearing -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note:

This project is in Congressional District No. 1.

8731

August 9, 1978

City of McMinnville
City Hall
McMinnville, OR 97128

Attention: Marjorie E. Harber
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6674

Gentlemen:

Attached for your records is a fully executed copy of an agreement to install traffic control signals at the intersection of the Pacific Highway West and 19th Street in McMinnville.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kde
Attachment

bc Don Harwell (Agreement attached)

May 18, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the May 30 meeting will be seven requests for approval of Urban System projects.

Eugene is requesting a $237,100 project to construct a bikeway along the Amazon Channel between Danebo Avenue and Quaker Street.

Two requests were received from McMinnville. One is for a $48,500 project to signalize the intersection of Pacific Highway West and 19th Street; the other is a $80,000 project to extend Michelbrook Lane southerly across Cozine Creek.

A $289,600 project to install traffic signals on Jackson Street at Biddle Road, Hawthorne Street and Genesee Street is the request from Medford.

Douglas County's request is for a $111,000 preliminary engineering project to prepare contract documents for future construction of undercrossing structures on oak and Washington Streets in Roseburg.

The request from Yamhill County is for a $125,000 project to relocate Three Mile Lane and Airport Road in the McMinnville Urban Area.

A $54,000 project to widen the existing Southern Pacific railroad crossing and provide a left-turn lane on Hall Boulevard at the southbound ramp of the Beaverton-Tigard Highway is being requested by the State Highway Division. This will be a FAUS-G project funded with 100 percent federal funds.

Federal Urban System funds for these projects are estimated at $801,440 with the State providing approximately $75,280 in match funds and $68,480 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R.A. Burco
F.B. Klaboe
C.W. Head
E.S. Hunter
D.H. Moehring
R.N. Bothman
V.E. Skoog
J.H. Versteeg
E.L. Hardt
C.O. Fredrickson
A. Shirley, Jr.
D.N. Harwell
George Bell

CITY OF MCMINNVILLE
Proposed Urban System Project

Pacific Highway West @ 19th
Street, FAU 4560
Signals, Illumination, Signing and Striping
$48,500

This project consists of signalizing the Pacific Highway West at 19th Street intersection. Painted channelization will be provided on Pacific Highway West.

State will perform the preliminary and construction engineering.

78-d
5-16-78

PROPOSED F. A. URBAN SYSTEM PROJECT

8931

STATE OF OREGON

INTEROFFICE MEMO

TO: G. W. Wimer, Manager
Local Government Section

Attention: Gary Zehner

DATE: May 17, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: FAU Project
Pacific Highway West at 19th Street
McMinnville

We have reviewed the Federal-Aid Project Request for signalization of the intersection of the Pacific Highway West at 19th Street.

At this time, the intersection does not meet signal warrants but when 19th Street is opened between Hembree Street and McDaniel Lane, it is anticipated that signal warrants will be met. Therefore, it is recommended that the signalization project be approved.

The project request included channelization but since the section is already striped with a two-way left-turn lane, only minor changes in the striping will be required.

L. E. George
Traffic Engineer Supervisor

SRW:ds

PROJECT MANAGEMENT

PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

MAY 19 1978

File: PM FA
LG OP

TAA Zehner

01-123-1267

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Pacific Highway West at 19th Street
McMinnville
M.P. 36.86

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	804	944	1,105	1,075	944	1,148	1,056	998
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	53	59	73	59	49	67	67	71
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	___	___	___	___	___	___	___	___

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	600	
Minor Street	150	0
2. Interruption of Continuous Traffic:		
Major Street	900	
Minor Street	75	1
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	600	
Pedestrian Volume	150	0
4. Accident Experience:		
Preventable Accidents (last 12 months)	2	
Minimum Warrant	5	
5. Systems Warrant (if applicable):		
Entering Volume (Weekday peak hour)	N/A	
Minimum Warrant	800	

Date of Traffic Count 1-17-18-74 (Factored upward by 12 percent)

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** XX standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

8931

5-17-78

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

~~April 19, 1978~~

Salem, Oregon

FILE: Hold

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Highway 99W @ 19th Street
(McMinnville) Section
19th Street FAU 4560
McMinnville Urban Area

Attached are the following documents for subject project:

To Terpin 4-24-78
- Project Request
- Authority for Survey
- Location Prospectus
- Prospectus Map
- Estimate of Region Costs

The project is number two on the Urban Area priority list of projects. The Region Review Team investigated the project and found no unusual problems. Region Environmentalist Eddie Welsh has determined a Project Environmental Assessment is not required.

In a 1974 study, warrants for interruption of traffic were almost met. City Engineer Bill Blum states that two blocks of 19th will be completed this summer between Hembree and McDonald Streets. The new Junior High School is at 19th and McDonald and traffic is expected to increase on 19th, making it an arterial.

Region Office recommendation is favorable. Please process the documents through normal channels for approval.

POS/dea
Attach.

4-24-78
cc: L.E. George for review & comment
5-17-78
Clark says they will recommend signal letter to follow

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 20 1978
TAA Zahner File: PM M FA LG OP

8731 PMS Ellwood01 RECEIVED

Form E-39 (Rev. 8-71) SEP 12 1978

OREGON STATE HIGHWAY DIVISION ACCTG. CONTROL

AUTHORITY FOR SURVEY

Section 99W @ 19th St. Jct. Date April 11, 1978

Highway 19th St., FAU 4560 Authorization No. 1

County Yamhill Survey Prefix 336-1962
(Assigned by Salem office)

Description of termini, route, length, etc.:

Junction of Highway 99W and 19th Street in McMinnville.

Purpose of survey:

Prepare plans, specifications and cost estimate for a full actuated, 5 phase traffic signal installation, painted channelization, signing and upgrading illumination.

M-4560(1)
9-5-78

Estimate of cost:

Field	901	1,200
Citizen Participation	902	150
Final Design	905	800
Traffic	911	1,500
Utility	914	150
Specifications	921	300
Environmental	923	200
Hearings	980	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 4,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:
Richard E. Nelson — Field Engineer

Recommended for Approval:
Frank E. Bayer — Location Engineer

Recommended for Approval:
Robert E. Rose — Regional Engineer

Approved:
E. J. Lynton
Tech. Serv. Mgr. Assistant State Highway Engineer

SP*22024-734

8931

LOCATION PROSPECTUS

99W @ 19th St. (McMinnville) Section
19th St., FAU 4560
Yamhill County

April 11, 1978

HIGHWAY: 19th Street, FAU 4560

TERMINI: 99W and 19th St. intersection (M.P. 36.86).

LENGTH: N/A.

NARRATIVE: Purpose of the survey is to prepare plans, specifications and cost estimate for a fully actuated, 5 phase traffic signal installation, painted channelization, signing and upgrading of illumination.

Field survey should investigate the need to increase northeast corner curb radius.

No drainage problems are apparent.

No airports will be affected.

This is a Federal Aid Urban Project. The State will do all preliminary and construction engineering.

CHARACTERISTICS: The 1976 ADT shows 15,000 at M.P. 36.37 and 12,900 at M.P. 37.00 with the subject project being located at M.P. 36.86.

Project has an oblique intersection with crossings over 100 feet.

STANDARDS: AASHO Urban.

TYPICAL SECTION: No change.

BRIDGE: None.

ACCESS: No change.

SURFACING: None required.

MATERIAL: City will supply luminaires.

ADDITIONAL FACILITIES: N.A.

AGREEMENTS: Agreement with City of McMinnville will be required.

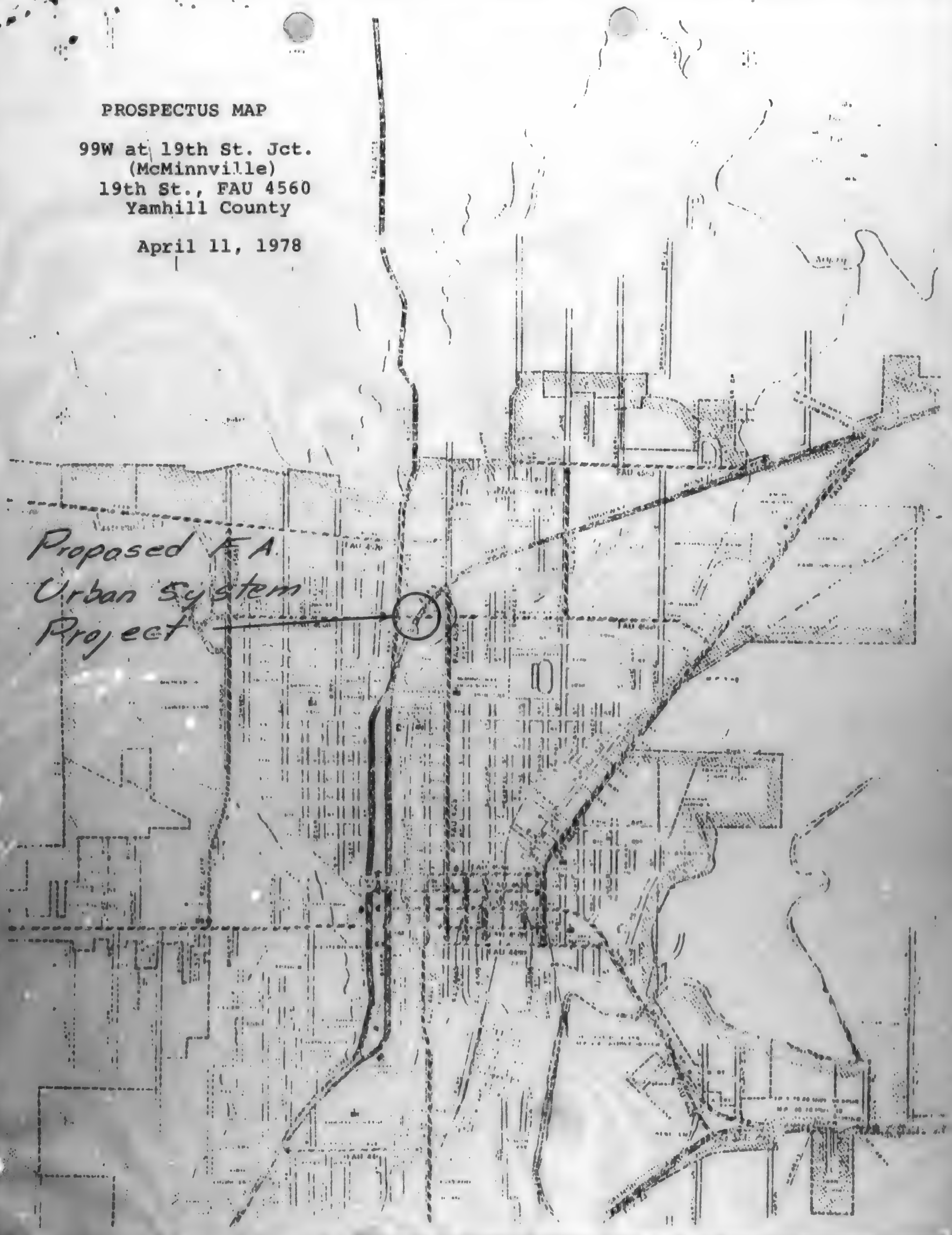
RIGHT OF WAY: None required.

PARKS: None affected.

PROSPECTUS MAP

99W at 19th St. Jct.
(McMinnville)
19th St., FAU 4560
Yamhill County

April 11, 1978



8931

CITY OF

McMinnville

CITY HALL • Telephone 472-9371

McMINNVILLE, OREGON 97128

March 17, 1978

Mr. Philip O. Sterns
Regional Federal Aid Engineer
E. Salem State Highway Bldg.
2960 E. State Street
Salem, Oregon 97310

Re: FAUS - McMinnville
Federal Aid Project Requests

Dear Mr. Sterns:

On April 18, 1977 we forwarded you a subject priority list approved by our City Council and Yamhill County Board of Commissioners consisting of six proposed projects.

Enclosed are completed application forms for three of these projects included in said priority list as follows:

1. U.S. 99W and 19th Street signalization - FAU 4560
The City has completed and attached your Federal Aid Project request forms with estimated cost of $48,500. For this project your OSHD project assessment form is not required.

2. Michelbook Lane - North Cosine Crossing - FAU 4545
The City has completed and attached your Federal Aid Project request forms as well as your OSHD project assessment forms with estimated cost of $80,000.

3. Three Mile Lane Relocation - FAU 4430
The County and City have co-operated on this project and have completed and attached your Federal Aid project request forms as well as your OSHD project assessment forms with estimated cost of $125,000.00.

Very truly yours,

William M. Blum
Director of Public Works

JA:slp

2731

FEDERAL AID PROJECT REQUEST

Date March 10, 1978

Applicant Agency City of McMinnville

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 4560 Route Name 19th Street

Project Name U.S. 99W & 19th Street Signalization

Project Length N/A Project Location (Attach sketch map)

Project Description Install full-actuated, 5-phase traffic signal control and provide painted channelization, signing and marking and upgrade illumination

12,700 (6/71) U.S. 99

Average Daily Traffic 1,850 (6/71) 19th St. Design Speed 35 M.P.H.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

34' - 19th St. 2 - 19th

Width 68' - U.S. 99 Travel Lanes 4 - U.S. 99 Shoulders N/A

Medians Left turn lane on 99W Parking Restricted as shown

Sidewalks A/c & P.C.C. as shown

Remarks

2. Desired Roadway Cross Section: (Attach sketch) N/A

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA N/A

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequant to January 2, 1971?
Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stop signs for 19th on both sides of U.S. 99

2. Proposed Signalization:

Location 19th St. & U.S. 99

Type Full actuated
Phases 5-phase
Type of Suspension Span-wire
Interconnected No
Remarks Obliqueness of intersection creates wide crossing over 100 feet. - May desire to increase N.E. corner curb radius

3. Permanent Signing:

Include in project or by applicant? Painted channelization with appropriate signing to be included in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One mercury vapor at N.E. corner

2. Proposed Illumination:

Location One at N.E. and one at S.W. corner
Type Suggest 20,000 Lumen Mercury Vapor - State Highway should stipulate
Remarks City will supply luminaires -- State should supply light standards and mast arms

V. STRUCTURE DATA N/A

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes _____ No _____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks: _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	William M. Blum, Director of Public Works Office
2.	Environmental	William M. Blum, Director of Public Works Office
3.	Public Hearing	Joe W. Dancer, City Manager Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly: City could furnish luminaires depending upon State requirements for additional lighting

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -
Right-of-way costs (if participating)	-
Traffic control	-
Illumination	-
Structures	-
Railroad	-
Other_____	-
Preliminary engineering	-
PROJECT TOTAL	$ 48,500

Remarks See Below *

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF McMinnville and/or _____ COUNTY

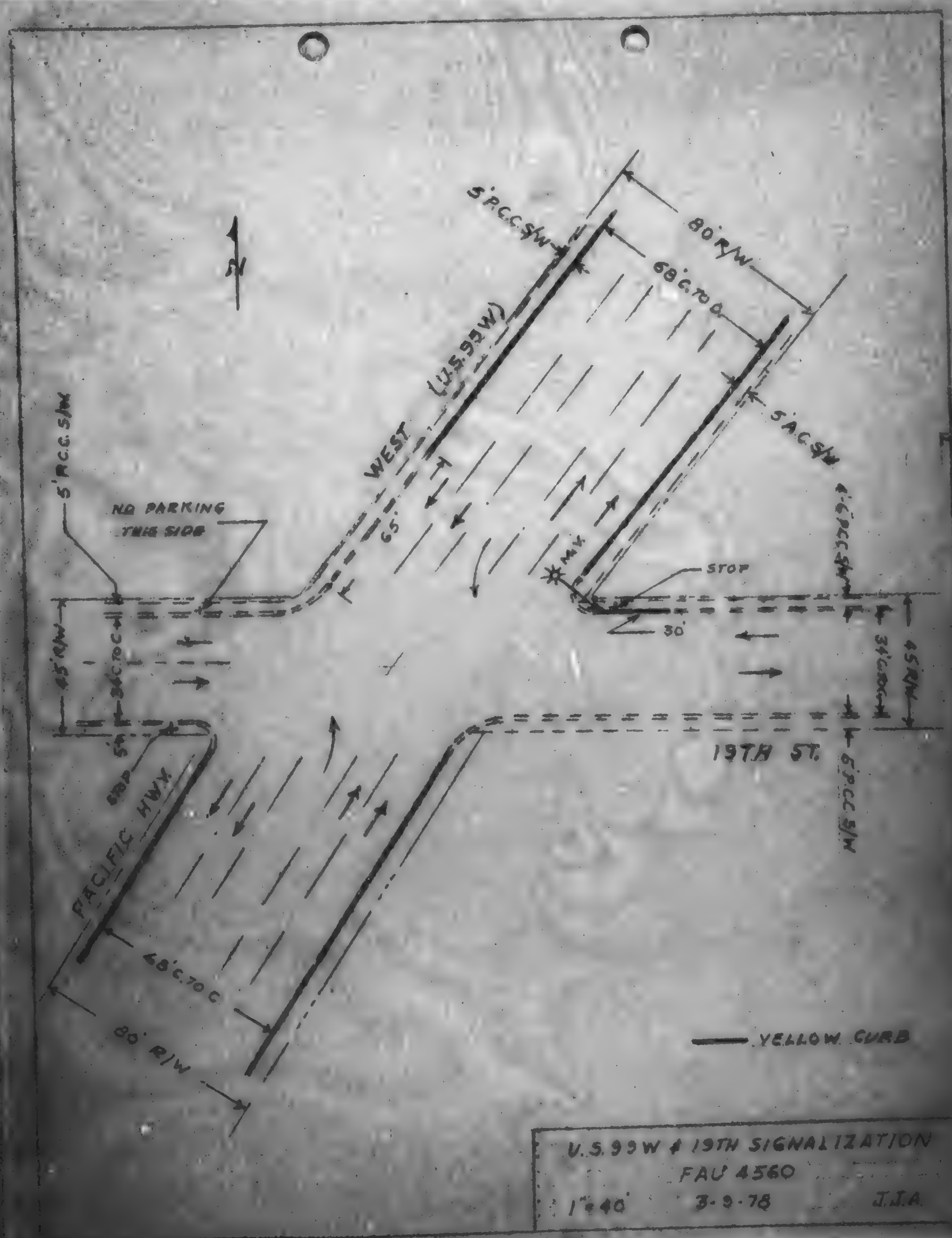
By Jack D. Tarca, City Manager By_____

By_____ By_____

By_____

* 19th Street is scheduled to become a cross city collector with completion of a two block segment from Hembree to McDonald as set forth in the City's Comprehensive Plan. This segment will be constructed this summer. 19th Street will carry the cross city traffic to the new Junior High School and the school bus garage is just to the East of this intersection.

In conjunction with the signalization of 19th Street & 99W, there will be several dangerous turning and crossing movements eliminated at 17th Street, Baker Street & 99W intersection. The turning and crossing movements changes contemplated will increase movements at 19th Street, further justifying the need for a signal at this location.

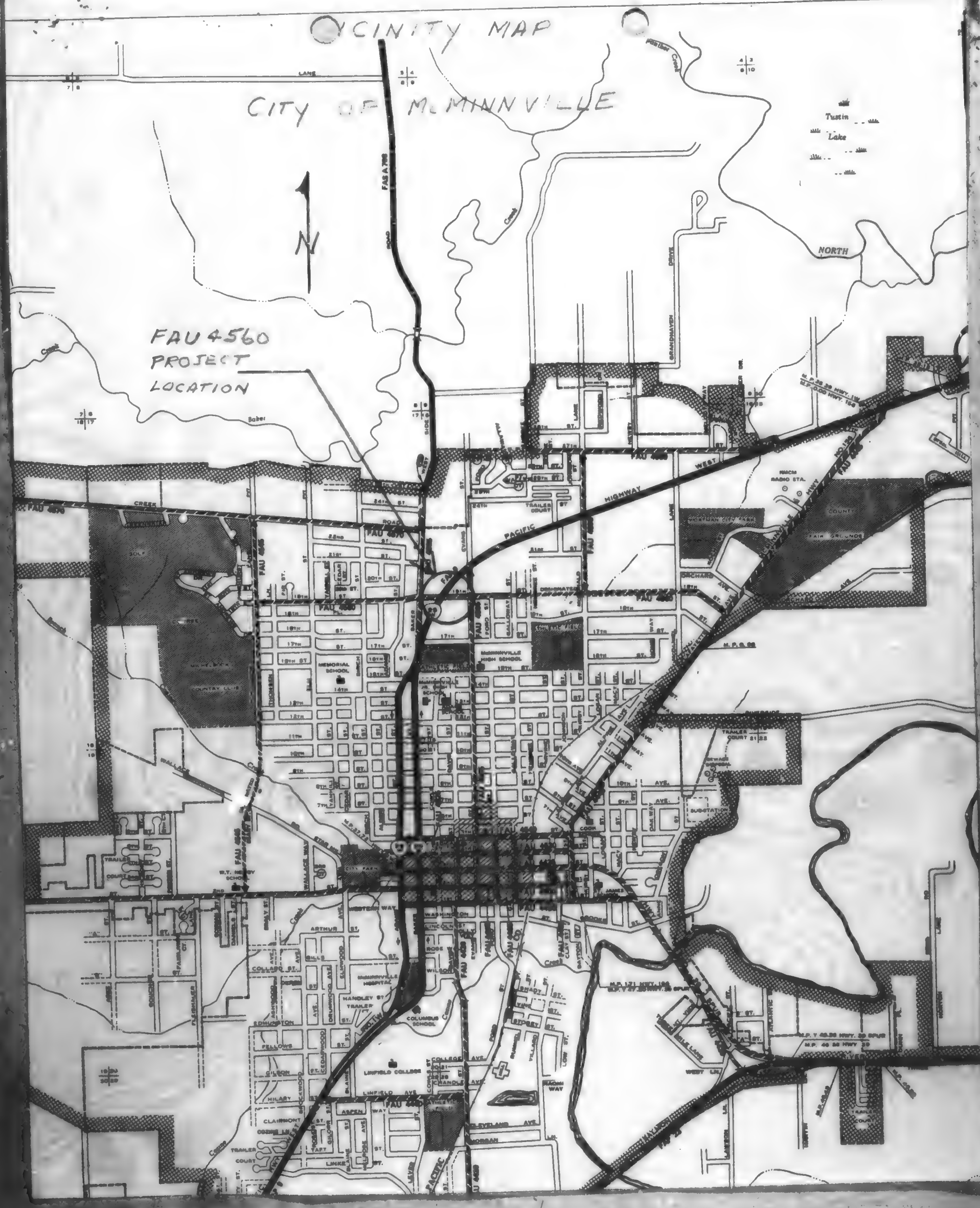

5' P.C.C. S/W
80' R/W
68' C. TO C.
WEST (U.S. 99 W)
5' A.C. S/W
5' P.C.C. S/W
NO PARKING THIS SIDE
65'
NW
STOP
30'
34' C. TO C.
45' R/W
6' P.C.C. S/W
19TH ST.
PACIFIC HWY.
48' C. TO C.
80' R/W
YELLOW CURB
U.S. 99W & 19TH SIGNALIZATION
FAU 4560
1"=40'
3-9-78
J.J.A.

VICINITY MAP

CITY OF McMINNVILLE

FAU 4560
PROJECT
LOCATION

N



Section _____ Prefix _____ Auth. No. _____

Highway Old 19th St. FAU 4560 Length _____ County _____

		Authorized	Spent to	Total Required
Field Survey	(901)			150
Citizen Input	(902)			
Consultant	(904)			
Final Design	(905)			
Bridge Design	(906)			
Preliminary Design	(907)			
R/W Descriptions	(909)			
Soils & Geology	(910)			300
Traffic	(911)			
Landscape	(912)			
Liaison	(913)			150
Utility	(914)			
Photogrammetry	(916)			
Location Studies	(918)			
Engr. Graphics	(919)			
Office Engineer	(920)			
Specifications	(921)			200
Environmental	(923)			
Planning	(924)			
Foundation Exploration	(926)			
Seminars	(950)			
Hearings	(980)			
Equal Opportunity	(985)			
	TOTALS			

Field _____ Office _____

Field Survey ____ Complete

Remarks _____

1979 Crook Co. Line Ochoco Cr. 8932
& Prineville-Dry Cr. Secs. of Madras-
Prineville & Crooked R. Hwys. (Oiling)

8982.

L.

3-11-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

89302

February 27, 1980

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
Contract #8932

Gentlemen:

Contract No. 8932 awarded to Central Oregon Pavers, Inc. for oiling on the Crook County Line-Ochoco Creek and Prineville-Bay Creek Sections of the Madras-Prineville and Crooked River Highways in Crook County was completed on September 13, 1979, and accepted by the State Highway Division on February 22, 1980.

Final payment in the amount of $9,944.12 will be released to the contractor after March 3, 1980. The total contract amount is $198,873.35. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dms
cc: Central Oregon Pavers, Inc.
P. O. Box 728
Redmond, OR 97756

bc: C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments DEPT. 378-6594 TELEPHONE FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: February 21, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of February 22, 1980.

Contract	8932, Work Completed September 13, 1979
Project	Crook Co.Line-Ochoco Cr. & Prineville-Dry Cr.
Highway	Madras/Prineville & Crooked River
County	Crook
Type of Work	Oiling
Contractor	Central Oregon Pavers, Inc.

RDC:mk

cc: H. E. Coulter
R. D. Church

Surety Notified
2-27-80

8932

14

STATEMENT OF OVERRUNS AND UNDERRUNS

1-28-80

Project: Crook Co. Line-Ochoco Cr. & Prineville-Dry Cr. Section
Highway: Madras-Prineville & Crooked River
County: Crook

Contract No.: 8932
Prefix: I07-1114
F.A. No.: State

Item No.	Item	Unit	Original	Semi-final	+(+ or -)
		SUMMARY			
	Bid Items	$168,695.00	168,695.00	00	
	Anticipated Items	3,300.00	None	100%	
	Contingencies	7,739.78	None	100%	
	Engineering	15,479.55	7,000.00	-45%	
	TOTAL	$195,214.33	$175,695.00		
		INDIVIDUAL OVERRUNS AND UNDERRUNS			
	Price Agg.				
30101	Extra Temp Prot & Div of Traffic	2,055.13	2,055.13	00	
30102	Extra for Mod 0-11 Asphalt macadam	14,080.00	14,080.00	00	
30103	Extra macadam	12,075.00	12,075.00	00	
30201	Additional Asphalt	1,967.74	1,967.74	00	
	TOTAL	30,177.87	30,177.87		

1 Versteeg ✓
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dlb Christensen 1 copy
Olsen
dlb Sullivan 1 copy
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Trout
Wakerlig

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JAN 28 1980
ROAD DESIGN SECTION

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8932

1-25-80

14

Crook County Line - Ochoco Creek
and
Prineville Dry Creek Sections

Madras-Prineville and Crooked River Highways

L Verstpeg ✓
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NARRATIVE REPORT

Work started on the above named project July 25, 1979. Work progressed quite well. There were two different types of oil mats laid. The 0-9 oil mat was started July 30, 1979. There was a change in the project at the very start. The material use was figured the same as for the 0-11, the difference being the width 22 ft and 24 ft wide, the 0-9 was 22 ft, therefore, a change in the stationing to have the same amount of square yard so a change in distance making the overally length of the 0-9 mat 6.17 miles in length. Material went down good and very tight.

On August 23, 1979 started laying the 0-11 oil mat on the Prineville-Dry Creek Section. Began working from Dry Creek station 252 working backward by stationing. Had problems with the larger material 1½-3/4. Rock seemed to be dirty, very dusty while being laid. We looked the stockpile over and it seemed to be clean. The problem was not corrected, the dust was there throughout the entire project. Although we had this dust problem the surface was tight and looked good. Later the larger rock was showing on the surface and the ride was very rough. Did not seem to loose much rock although the fines seemed to disappear. All four lifts were completed day by day. At the end of the project we put a seal on the first part of the work. A price agrement was submitted to pay for extra oil, aggregate and temporary protection and direction of traffic.

The contractor was having a problem in the crushing of aggregates long before the oiling started and numerous tests were taken. All of the material crushed that was out of specs were sold commercially. When the contractor installed new screens in the crusher, then the rock came into specs.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Crook Co. Line-Ochoco Cr. & Prineville-Dry Cr. Section
Highway: Madras-Prineville & Crooked River
County: Crook

Contract No.: 8932
Prefix: 107-1114
F.A. No.: State

Item No.	Item	Unit	Original	Semi-final	+(+ or -)
		SUMMARY			
	Bid Items		$168,695.00	168,695.00	00
	Anticipated Items		3,300.00	None	100%
	Contingencies		7,739.78	None	100%
	Engineering		15,479.55	7,000.00	-45%
	TOTAL		$195,214.33	$175,695.00	
		INDIVIDUAL OVERRUNS AND UNDERRUNS			
	Prime Agg:				
30101	Extra Temp Prot & Div of Traffic		2,055.13	2,055.13	00
30102	Extra for Mod O-11 Asphalt macadam		14,080.00	14,080.00	00
30103	Extra macadam		12,075.00	12,075.00	00
30201	Additional Asphalt		1,967.74	1,967.74	00
	TOTAL		30,177.87	30,177.87	

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JAN 28 1980
ROAD DESIGN SECTION

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Action

FORM 734-2080 S1932

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crook Co Line-Ochoco Cr and Prineville-Dry Creek		WEEK ENDING: August 31, 1979
		SECTION PREFIX: 107-1114
HIGHWAY: Crooked River & Madras-Prineville		COUNTY: Crook
NAME OF JOB: Crook Co Line-Ochoco Creek	KIND OF WORK: Oiling	
CONTRACTOR: Central Oregon Pavers, Inc.	CONTRACT NUMBER: 8932	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 15, 1979	DATE WORK STARTED: July 25, 1979	ESTIMATED COMPLETION DATE: Sept 15, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Sept 15, 1979	PERCENT OF TIME ELAPSED: 88%
PROJECT AUTHORIZATION: $ 195,214.33	ENGINEERING AUTHORIZATION: $ 15,479.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $ 179,734.78	ENGINEERING COST TO DATE: $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 179,734.78		DATE PROJECT WAS COMPLETED
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 26%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				10.72	
MILES PARTIALLY COMPLETED				8.34	
MILES COMPLETED				6.17	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				150,900 sq.yd.	
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY				1	
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	cloudy-warm			
MONDAY	clear			
TUESDAY	showers			
WEDNESDAY	showers			
THURSDAY	showers			
FRIDAY	clear			
SATURDAY				

RECEIVED
SEP 4 1979
CONSTRUCTION BRANCH

Kessey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Detmer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Oiling Madras-Prineville Highway.
TUESDAY	Crushing, rained
WEDNESDAY	Crushing, rained
THURSDAY	Crushing, rained
FRIDAY	Crushing
SATURDAY	

REMARKS

Have put 3 shots and rock on O-11 for a distance of 2.12 miles on Madras-Prineville Highway. O-9 on Crooked River Highway is complete.

RECEIVED

SIGNED G. H. Hunt LOCATION

PRINC RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

DP-F210

1979 Crooked R. Hwy.-[illegible] 8934
Butte Rd. Sec. on Central OR Hwy.
(Grading & paving)

8934

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 14, 1982

O. B. Jackmond
Contract Administration Engineer
Highway Division
504 Executive House
325 - 13th St. N. E.
Salem, Oregon 97310

Re: Mid-Oregon Crushing Co. v. State of Oregon (DOT)
Marion County Case No. 131307 (L-8035)
Contract No. 8934
Crooked River Highway-Frederick Butte Road Section

Justification of Settlement

Plaintiff's attorney, Joe Yazbeck, has accepted my proposal to recommend the lump sum of $1,000 for full settlement of the above-referenced case. I discussed the proposal with you before presenting it to Mr. Yazbeck. This is a good settlement under the facts of this case and approval is highly recommended.

Plaintiff was the crushing sub-contractor on the above-referenced job. He utilized a Highway Division prospective source and had extreme difficulty producing material suitable for the AC mix. The principal problem was the production of excess fines by the plant. Too much material passed through a 200 sieve. Bringing the material into specifications substantially lowered production and required the use of expensive extra equipment. There is no doubt that the sub-contractor lost a substantial sum on this job.

The complaint, filed in August, 1981, seeks $269,030.47 in damages. The complaint alleges that the state withheld information about the prospective site in that the state had test information that the material would not pass an LA rattler test (an abrasion test). The complaint pleads that the state had an implied obligation to disclose that information. In fact, there were older, inconclusive test results in our files that were not ~~known~~ shown to the contractor. However, the contractor did not ask to inspect the test results, although it should have been aware that the tests existed.

Approved
Norman E. Schmidt

EDH

Our defenses were lack of notice; that the general contractor was aware of the marginal nature of the pit (having used it on a prior job); that the general condition of the pit was determinable upon a physical inspection which the contractor was required to make and that there had been no misrepresentation or withholding of information. Under the contract, a prospective source is not guaranteed and is used at the contractor's risk. On a factual basis, we also contend that the contractor used the wrong relatively worn out crusher and had mismanaged the crushing and its drilling and shooting.

We have a good defenses, however, there is some danger in this case. The old test results are not conclusive. The contractor says, "you didn't show them to us," we say, "you didn't ask" -- a typical confrontation. If the jury accepted plaintiff's arguments that information was withheld, we could not rely on our claimed lack of notice. We had actual knowledge of the contractor's difficulties and the remedial methods used to correct the problem. Therefore, the plaintiff would probably "get to a jury" which creates risk for the state. We should prevail at trial but a poor jury and a bad break or two could cost us some money.

Had the plaintiff's attorney more vigorously prosecuted this case, its settlement value would probably be much higher. I obtained a change of venue to Marion County in November, 1981. The only action on the case thereafter by plaintiff has been three or four telephone calls from the attorney. I knew, through contacts between our field personnel and the contractor on other business, that the contractor is disenchanted with this case. That disenchantment made this $1,000 settlement possible. It should be approved before they change their minds. Moreover, defense costs would run $5,000-$10,000.

I have a stipulation for judgment prepared. Please obtain Mr. Coulter's approval for settlement, today if possible. I will then proceed with closing.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

jea
cc: Stan Long
John R. McCulloch, Jr.
Dale D. Allen

8934

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTOIRNEY GENERAL

L

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

May 14, 1982

Joseph Yazbeck
Attorney at Law
735 S. W. First Avenue
Portland, Oregon 97204

Re: Mid-Oregon Crushing Company v. State of Oregon (DOT)
Marion County No. _____ (L-8035)

Dear Joe:

Before my vacation in early April, we discussed the possibilities of settling the above referenced case without litigation. You suggested without a commitment that your client might accept the sum of $4,000 in full settlement if I could obtain authority for that amount.

I have been busy since my return from vacation. However, I have had the opportunity to review this file. I have viewed the subject material site in the field. I have also explored the possibilities of settlement with the appropriate Highway Division personnel. I was unable to obtain approval of the $4,000.

As is usual under the contract, the prospective site was available for your use at your risk. You are familiar with those contract terms. The engineers say that there was no misrepresentations of facts and that the conditions to be encountered at the prospective site were generally apparent on physical inspection at the time your bid was made. I concur in the engineers' analysis of the facts. I also feel that we have good strong legal defenses as we have discussed a time or two.

NOTED
W. E. SCHWARTZ

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STATE HWY ENGR
MAY 19 '82
REFER TO Schwartz
FOR

Nevertheless, we appreciate your client's willingness to compromise. We, too, would like to dispose of this matter without litigation. I would recommend the sum of $1,000 for a full settlement of this case. Frankly, the engineers are not enthusiastic about my number. However, if I wasn't reasonably certain of obtaining approval I would not make this proposal to you. Please advise me whether or not the amount is satisfactory to your client.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
cc: H. S. Coulter ✓
O. B. Jackmond
Dale Allen

#8934 9-3-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: FR-21-3(4)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 90167
2A. COUNTY NAME: Deschutes
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/26/81
8. FEDERAL ROUTE NUMBER: Primary 21
9. STATE ROUTE NUMBER: Primary 7
10. GENERAL LOCATION: Junction Crooked River Highway - Frederick Butte Road Section
11. GENERAL DESCRIPTION OF WORK: Contractor Claim
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER (Specify) See below

13. REMARKS

As requested in Mr. Keasey's letter of 8/31/81 this will confirm the date of 8/26/81 as date of Notice of Contractor's Calim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $6,000 Federal Funds $5,286. Reimbursement will be in accordance with FHPM 1-4-2.4 paragraph 4.

(Funds from 20% limitation)

Date 10. 9 8 81

RECEIVED STATE HWY DIV. SEP 8 '81 REFER TO Machinery FOR Info Sign

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/3/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#8934

In the CIRCUIT Court of the State of Oregon

for the County of Multnomah

MID-OREGON CRUSHING CO., an Oregon corporation

Plaintiff

vs.

THE STATE OF OREGON, by and through THE HIGHWAY DIVISION of its DEPARTMENT OF TRANSPORTATION

Defendant

No. 81-06-03514

SUMMONS

To H.S. Coulter, State Highway Engineer, 135 Transportation Bldg., Salem, Oregon 97310

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/F. Gordon Allen

SIGNATURE OF OREGON RESIDENT ATTORNEY

F. Gordon Allen

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

ALLEN & YAZBECK
ATTORNEYS FOR PLAINTIFF
735 S. W. First Avenue, 3rd Floor
Portland, Oregon 97204
Telephone (503) 224-2147

cy Keasey 8/13

8-13-81 accepted 8 a.m. for State H.D.

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

MID-OREGON CRUSHING CO., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, acting by and through the HIGHWAY DIVISION OF ITS DEPARTMENT OF TRANSPORTATION, Defendant.	No: 81-06-03514 COMPLAINT FOR BREACH OF CONTRACT

I.

Plaintiff is an Oregon corporation doing business in Oregon.

II.

In November, 1979, defendant awarded to Babler Bros., Inc. contract no. 8934 to pave the Crooked River Highway.

III.

Subsequent to that date Babler Bros., Inc. entered into a subcontract with plaintiff for the crushing of rock for paving.

IV.

In performing its subcontract Mid-Oregon crushed rock in State designated pit no. 2 a prospective rock source listed in the general contract.

V.

At the time the State listed pit no. 2 as a prospective rock source it had information that the material in the pit would not pass the L.A. Rattler Test.

ALLEN & YAZBECK
ATTORNEYS AT LAW
735 S.W. 158 AVE. 3RD FLOOR
PORTLAND, OREGON 97204
503-224-2147

VI.

Even though the rock source was listed as a prospective source as that term is defined in the Oregon State Highway Division Standards Specifications for Highway Construction, Section 106(b-1), the State had an implied contractual obligation to disclose to the contractor its knowledge of the material in the pit.

VII.

Had plaintiff known that the material in the pit would not pass the L.A. Rattler Test, plaintiff would have used another source for rock.

VIII.

As a result of using designated pit no. 2, plaintiff incurred $269,030.47 in additional costs over and above the cost to plaintiff of obtaining rock from an alternative source.

IX.

Prior to the commencement of this action plaintiff made a claim in this amount against Babler Bros., Inc. who in turn made the same claim against the State. Babler Bros., Inc. has since assigned all of its right, title and interest in its claim against the State to plaintiff, and plaintiff is the real party in interest.

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ALLEN & YAZBECK
ATTORNEYS AT LAW
735 S.W. 1ST AVE. 3RD FLOOR
PORTLAND, OREGON 97204
503-224-2147

WHEREFORE, plaintiff prays for judgment in its favor and against the State for $269,030.47 together with interest and costs.

s/ F. Gordon Allen

F. GORDON ALLAN
Trial Attorney; OSB # 77010
Of Attorneys for Plaintiff

A TRUE COPY

Of Attorneys for

ALLEN & YAZBECK
ATTORNEYS AT LAW
735 S.W. 1ST AVE. 3RD FLOOR
PORTLAND, OREGON 97204
503-224-2147

Form FHWA 121 (1/80)

1934

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FR-21-3(4)
Crooked River Hwy.-Frederick Butte Rd.
Price Agreement No. 9 - Claim Settlement
Deschutes County

Date: December 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We concur in the claim settlement as contained in P.A. No. 9 for breaking the oversized rock developed as a result of the project. Our approval is based on the lack of contract specifications concerning the disposition of this feature of the work and the necessity to utilize these materials.

In view of the ever-increasing difficulty in developing materials sources and the apparently limited availability of these materials, we suggest you include in all future contracts which include quarry work appropriate provisions to utilize all oversize materials.

G. K. Hansen
for G. L. Green

cc:
OSHD (J Sullivan, Eng)

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FOR
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#8734 11-19-80

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Deschutes	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11-19-80	David B. Carter, Area Engineer		FR-21-3(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10-26-79	5-27-80	See below *	See below
APPROVED EXTENSIONS	**LOCATION**		
None	Approximately 35 miles east of Bend on U.S. 20, Central Oregon Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CROOKED RIVER HWY.-FREDERICK BUTTE SECTION
CENTRAL OREGON HIGHWAY
Grading and Paving

This project provided for cement-treated subgrade, asphalt concrete pavement and aggregate shoulders on approximately 12½ miles of this highway.

The final amount of the original contract items was $1,526,850.10 or a 5.2 percent overrun of the contract amount of $1,451,537.50. The final contract cost including all changes and engineering was $1,690,851.26.

The contract provided for a contract completion date of October 31, 1979. The project was completed on October 26, 1979.

A contract claim for additional production costs of the aggregates has been submitted by the contractor.

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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION Original Signed By	
SIGNATURE Original Signed by D. B. Carter - Area Engr. David B. Carter		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-3-80	TITLE Field Operations Engineer	DATE 12/4/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8934.

November 17, 1980

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

COR 3
#8934

Enclosure:

A post-final payment for $13,012.87 will be made to Bubler Bros., Inc. on Contract No. 8934 for work on the Deschutes River Highway-Frederick Butte Road section of the Central Oregon Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,423,239.37 including the post-final payment. Of the total $2,332.11 is for force account.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

Pkr

cc: Bubler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

bc: C. T. Kassey
Walt Hart
Dale Allen

#8934

CON 4-6

October 15, 1980

Babler Bros., Inc.
P. O. Box 02008
Portland, OR 97202

Attention: Mr. Ray Richards

Gentlemen:

Contract Claims
Crooked River Highway-Frederick Butte
Contract No. 8934

A careful review of the two claims you have submitted on behalf of Mid-Oregon Crushing Company has been made.

An adjustment is offered for the claim regarding hydrohammer work. The Resident Engineer is authorized to submit a Price Agreement in the amount of $13,012.86 for resolution of this claim in its entirety. This amount represents the subcontractor's claim less $5,000 for the cost of drilling and blasting in lieu of hydrohammering. In addition, the compensation includes interest at six percent per annum as allowed by statute for the period February 1980 through October 1980.

The second claim for additional production costs in the prospective material source is denied. Timely notice of claim as required by the Standard Specifications was not provided. There is no evidence that information was withheld from the subcontractor.

Sincerely,

H. S. Coulter
State Highway Engineer

JS:ja jh
bc: L. W. Rullen
E. S. Hunter
R. L. Schroeder
D. H. Moehring
Jack Sollis
O. B. Jacksond

Dale Allen
Will Robertson
Jack Sullivan

8934

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

September 26, 1980

In Reply Refer to File No.:

Mr. Joseph A. Yazbeck, Jr.
Bolliger, Hampton & Tarlow, PC
1600 S. W. Cedar Hills Blvd., Suite 102
Portland, OR 97225

RE: Crooked River Hwy.-Frederick
Butte Road Section
Contract No. 8934 Claim

Dear Mr. Yazbeck:

Your September 15 letter requested the opportunity to respond to any legal advice offered the Board from the Department's Counsel, Jack Sollis. Recommendations from the Claims Review Board to the State Highway Engineer are based on all the information presented at the informal Board meeting and do not necessarily reflect the legal advice of Mr. Sollis.

Mr. Sollis' legal advice is presented to the State Highway Engineer independently from the Board's recommendations. You should direct your request to Mr. Sollis.

Very truly yours,

Jack Sullivan

Jack Sullivan, Secretary
Claims Review Board

JS:fw

cc: R. L. Schroeder, Chairman
L. W. Rulien
D. H. Moehring
Jack Sollis

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STATE HWY ENGR
SEP 26 '80
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FOR
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Form 734-2122

8934

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION-MAINTENANCE BRANCH

RECEIVED
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OCT 1 - '80
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FOR
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TO: H. S. Coulter
State Highway Engineer

DATE: September 25, 1980

SUBJECT: Contract Claims
Crooked River Highway-Frederick Butte Road Section
Contract No. 8934

The crushing subcontractor on this project, Mid-Oregon Crushing Company submitted through Babler Bros., Inc., presented two claims as follows:

Claim 1 - $17,452.50 for breaking up oversized material with a hydrohammer,

Claim 2 - $269,030.47 for additional costs in producing specification material from the prospective source.

CLAIM 1

FINDINGS - Blasting in the selected material source resulted in some oversize rocks. The subcontractor felt two options were available to him; either utilize the oversize material at a cost of $3.50 per cubic yard or push this material into a corner of the pit and drill/blast other material at $0.70 per cubic yard. He felt he was instructed by the resident engineer to utilize the oversize material, otherwise he would have selected the cheaper option. However, the Field felt that they had left the door open for either option; although they made the statement that it would be beneficial to the State to use the boulders. The Field did acknowledge the possibility of a claim by keeping records on the hydrohammer work.

CONCLUSIONS - The Board concluded that communications between the resident engineer and the subcontractor were not clear regarding the options open to the subcontractor, and that notice of claim was informally acknowledged by the State. Thus, the subcontractor is justified in claiming compensation for hydrohammer work.

RECOMMENDATIONS - It is recommended that the claim be paid less deductions for the cost of drilling and blasting for the same amount of material. Compensation has been calculated as follows:

1. Cu. Yd. of Materials - $\frac{\$17,452.50}{\$\ 3.50/c.y.}$ = 4,986.43 cu. yd.

2. Reduction for drilling/blasting - $1.00* X 4,986.43 c.y. = $4,986.43

3. Compensation - $17,452.50 - $4,986.43 = $12,466.07

* Average drilling/blasting costs provided by Cost Analysis is $1.00/cu. yd.

01-129-1307

CLAIM 2

FINDINGS - The subcontractor claimed actual production rates were lower than those used in developing the quote for the prime contractor. Material in the selected material source was dirty and required scalping. The sub claimed no scalping spec was included in the specifications and that the State withheld test information on the quality of the material in the source. Subsection 403.16 of the special provisions did indicate scalping might be necessary. Tests made by OSHD in 1971 showed abrasion loss failing on 5 of 6 tests, but degradation passing. Abrasion loss tests made in 1979 showed passing results.

The subcontractor did not request test information from the State on the quality of the material in the prospective sources and the State did not offer copies of the 1971 tests. The sub based their conclusions re material quality in part on visual observations and statements made by their driller.

Notice (verbal) of claim on this item was provided in March, 1980; written notice in May. Paving was completed in October, 1979.

CONCLUSIONS AND RECOMMENDATIONS - The Board concluded the sub could have undertaken a more thorough analysis of the quality of the material in the prospective sources even though field personnel did not offer copies of tests. Results were available for the asking and were not withheld. For these reasons and because timely notice of claim was not provided, it is the recommendation that this claim be denied in full.

R. L. Schroeder
Assistant State Highway Engineer-
Maintenance Branch

JS:fw ji

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: September 22, 1980

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Contract No. 8934
Claim of Mid-Oregon Crushing
through Babler Brothers

copy to LEH

This claim is in two parts and the first claim is for $17,452.50 for breaking up oversized material in the pit by means of a hydrahammer. This claim is one in which the State discussed the necessity for the breaking up of the material and advised the contractor that it did not object to the contractor doing such work. In fact, the State did receive a benefit from the action of the contractor. Although no notice was given, this is another case where case law has indicated where the State is aware of the work and is able to keep records of the work and suffers no disadvantage that the technical flaw of giving written notice of the claim is not enough to defeat the claim. In this particular instance, exact records were kept by the State and it is clear that the actual costs are known and therefore there are no legal impediments toward awarding the contractor some amount of this claim.

The second claim is in the amount of $269,030.40 and is for the loss of production due to the extra ordinary methods allegedly taken by the contractor to deal with the alleged unanticipated degradation of the material in the pit. No notice was given on this claim until after the work was completed and the contractor's claim of superior knowledge withheld is not supported by the legal authorities that they have cited.

I enclose for your information a memo from Dale Hormann to Les Hamption dated September 16, 1980 which covers the area of superior knowledge and clearly indicates that this case does not fall within the catagory of superior knowledge withheld. The case cited by the attorney for the contractor in his letter of September 8, 1980, is clearly not applicable to the present case.

The contractor was aware that the pit was a marginal pit. The contractor was aware that the material in the pit had passed some Los Angeles Rattler Tests and failed some of the tests. The pit was also open to inspection by the contractor and was inspected by the contractor. The various types of rock in the pit were there for the contractor to see. It was incumbent on the contractor to make a sufficient investigation of the open pit to determine what methods would be necessary in order to crush the rock for the highway job.

It is my opinion there is a legal impairment toward considering this claim because of the fact that no notice was given which would have allowed the State to keep track of the costs incurred by the contractor or to possibly make some other suggestions which would have mitigated the alleged damages to the contractor by the fact that

the rock was not what they had thought that it would be.

I think that the law as it is set forth in Mr. Hormann's memo requires that you deny the claim for lack of notice and nothing else. The claim of superior knowledge withheld is not valid in this particular case.

JLS:mk

DEPARTMENT OF JUSTICE

Memorandum

TO: Les Hampton
Assistant Attorney General

DATE: September 16, 1980

FROM: Dale K. Hormann
Assistant Attorney General

SUBJECT: Contractors Claiming Superior Knowledge on Part of State

This memo will hopefully synthesize some of the cases and material concerning claims against governmental agencies by contractors where the claim consists of asserting that superior knowledge withheld by the governmental agency from the contractors resulted in damages to their detriment. This memo will also attempt to relate some of these cases and authorities to the two contractor's claim cases which are presently asserting superior knowledge on the part of the Department of Transportation. The majority of this memo is based upon two law review articles, Latham, Kaplan Contractors Inc., and the Superior Knowledge Doctrine: What Must the Government Disclose and Why? Volume 4, No. 2, Public Contract Law Journal, 191 (October 1971) (hereinafter, PCLJ I) and Sklute, Government Misrepresentation and Non-Disclosure of Superior Knowledge in Federal Procurement, Volume 6, No. 1, Public Contract Law Journal 39 (May 1973) (PCLJ II), and 86 ALR 3d 182, Public Contracts: Duty of Public Authority to Disclose to Contractor Information, Alledgedly in His Possession, Affecting Cost or Feasibility of Project.

The Superior Knowledge Doctrine basically requires that governmental agencies disclose to potential contractors all material or "vital" facts possessed by it concerning the scope of work contemplated by a particular contract where (a) the potential contractors have no reason to know the facts and (b) the government has reason to know of their ignorance. The most often cited case in this area is Helene Curtis Industries, Inc. v. United States, 312 F2d 774 (Ct Cl 1963). The Superior Knowledge Doctrine parallels the area and rules against mis-representation in that it comes into play where either silence on the part of the government impliedly leads the contractor to perceive a situation as it is not or information that should have been relayed which was not which would have caused a difference in the bidding.

The majority of the cases cited in PCLJ I and II concern contracts which are interdependant on highly technical knowledge or would result in some new item or a new application of some item or program, and the government has information pertinent to the new technology or use which would aid the contractor in fullfilling his contract. Therefore, the majority of the cases holding governmental bodies liable for the withholding of superior knowledge are not actually applicable to rock crushing situations or other road building activities in that the knowledge, even if it is technical, is equally known to the contractor as it is to governmental agency, and there is no new item or application of an item or program which the government would have more knowledge or information about than the contractor.

"Knowledge" in superior knowledge cases relates to three aspects of government knowledge. First, is the knowledge of the so-called "material" or "vital" information. Secondly, in order for the contractor's claim to succeed, the government must have knowledge of the adverse impact which non-disclosure of such information would have upon the performance of the contract. Thirdly, the government must know that the contractor is ignorant of information which is held or should be held by the governmental agency. The definition of what is material or "vital" has been expanded somewhat from the case of Helene Curtis. It was subsequently held in Aerodex, Inc. v. U.S., 417 F2d 1361 (1969) that the governmental agency may now be liable for failure to disclose any fact that a prudent bidder would consider material in his assessment of the scope of work to be performed, the cost of performing that work or the risk of non-performance. A determination of materiality will necessarily rest upon each individual fact situation, however, in any instances the general nature of the information itself often serves to justifiy the inference that the governmental agency either knew or had reason to know of the adverse impact of the non-disclosure and of the contractor's ignorance. PCLJ II. A duty of disclosure, however, has been held not to extend to unsupported opinions and surmise, Evans Reamer and Machine Co. v. U.S., 386 F2d 873 (1967), cert denied, 88 S Ct 1102 (1968). Similarly, the fact that problems in general may have been encountered by previous contractors in performance of similar jobs need not necessarily be disclosed. PCLJ II, page 76.

The impact of such knowledge upon performance had the information been known by the contractor, and the resulting impact because the information was not known may also be relevant. See Imperial Agricultural Corp. v. U.S., 147 Ct Cl 532 (1959). The less severe the adverse impact is, the more difficult it will be for the contractor to establish that the government had reason to know of such impact. PCLJ II, page 78.

However, even where the knowledge of information is material or vital to the performance of the contract and the governmental agency has that information or should have that information, if the contractor knows or should have known of the information in question, the government's knowledge is not superior to the contactors, and the duty of disclosure is not applicable. H. N. Bailey Associates v. U.S., 196 Ct Cl 156 (1971). That case stated that "the government is under no duty to volunteer information in it's files if the contractor can reasonably be expected to seek and obtain the facts elsewhere." Supra, H. N. Bailey Associates at 11. In that case, it was held that the government was under no duty to disclose where the information in question was generally known in areas accessable to the contractor, namely within the contractor's own industry. See also Aerojet-General Corp. v. U.S., 467 F2d 1293 (1972), information accessible by means other than government records; and Flippin Materials v. U.S., 312 F2d 408 (1963), equal opportunity to obtain.

Also, contractors will be charged with knowledge of information which could have been discovered if reasonable investigation of the work site had been made. PCLJ II, page 90. This would appear to be particularly applicable to our rock quarry and rock crushing case where if the contractor had merely gone to the quarry site himself and examined the rock, any results of Highway's investigation of the quality of the rock could have been obtained equally by the contractor. In the same area, the extent of the investigation by the contractor may be inversely proportional to the representations made by the governmental agency, so that the less information presented by the government to the contractor concerning certain conditions or information, would require a more extensive investigation by the contractor.

The case of Morrison-Kundsen Co. v. State, 519 P2d 834 (Alaska 1974) distinguised both Helene Curtis and Hardeman-Monier-Hutcherson, infra on the grounds that the contractor was nct dependent upon the state as the only reasonable avenue for acquiring information which the contractor could have easily acquired itself.

PCLJ II, also discusses situations in which contractor may be obligated to seek information even though such information might not be readily available through the industry or on site investigation . PCLJ II, page 92. This would involve situation where pertinent information is rather obviously lacking, and in order for the contractor to perform this information is needed. The manner in which this information is obtained and the general responsibility for obtaining it may shift to the contractor. Whether the governmental agency must be questioned about further information, or whether other investigations need to be made by the contractor, in order to obtain this information is something which depends on a case by case fact situation. And if the contract documents direct the contractor to other relevant government information, he must refer to these before any contention of mis-representation can be had. Hunt & Willett, Inc. v. U.S., 351 F2d 980 (1964).

Another important area which is relevant to the rock crushing case is discussed on page 95 of PCLJ II. This concerns "sole-source" situations where one and only source can be used or particular "brand name" item is needed for performance. In such situations it is found that the risk of non-performance resulting from the inability of the "sole-source" to perform rests upon the contractor. See footnote 271, PCLJ II, page 95. Our rock quarry situtation involves an instance where the contractor was told that this specific quarry was the only one available which might have sufficient quantities for the project. (The contractor argued that he was told that he was told that it was the only quarry that would have "adequate" rock for the project). Using the reasoning of the courts and boards, it is found that the contractor, where "sole-source" suppliers are involved, should be aware that such situtations present problems

which may not arise if the source was unrestricted and the inclusion of "sole-source" inferences in the contract do not represent the ability of the "sole-source" sub-contractor or providers to be able to perform. This then places a burden on a contractor to ascertain the performance ability of the "sole-source" provider before bidding. In essence, it places upon the contractor an assumption of risk.

The matter of assumption of risk seems to be an important area in Superior Knowledge Doctrine. If a contractor is basing his bid upon the information or reliances which it has not checked out, it will be found to have assumed the risk that this information or reliances are not in fact true. This is especially true in situtations where the contractor should have known or could have easily found out certain information, even if the government had already possessed that information and had not disclosed it, or the government had equal access to such information.

Two other points should be made concerning situtations where a contractor may not recover upon the Superior Knowledge Doctrine. The first concerns situations where certain information may be had by the contractor based upon the contractor's personnal observation and experience. I am told by Jack Sollis that in our rock quarry situation, the primary contractor had been involved in the opening of the rock quarry, thereby having personal information concerning the type of rock at that site. Such information might be imputed to the sub-contractor. The second point, which is somewhat weak, but was discussed in PCLJ II, page 63, is that in certain situations the mere knowledge by the contractor of certain inforamtion held by the governmental agency will put the contractor on notice that something is amiss. What this inference may be will again depend upon the fact situations, and might require the contractor to do its own investigation or at least make further attempts to obtain this knowledge from the governmental agency.

It should also always be remembered that there must be proximate cause between the withholding of any information on the government's part and the damages which are claimed by the contractor, whether by way of greater expenses or delays. Also, it is also a prerequisite to the imposition of the duty upon the government to disclose certain information, that the agency knows the adverse effect which would result from non-disclosure and the impact of the contractor's ignorance of the information upon completion of the project. PCLJ II, page 72. The contractor must submit satisfactory evidence to establish the specific effect which more complete information might have had on it's bid and how the bid would have differed. A. S. Wickstrom, Inc. v. State, 52 App Div 2d 658, 381 NYS 2d 1010 (1976).

One other point which is not mentioned in PCLJ I or II, but is mentioned in the ALR article is that another important factor may be the length of the bidding period. It would seem that the longer the bidding period the more opportunity the contractor would have in order to obtain information which would appear vital to the performance of the contract.

Previous State courts have tended to add a willful or intentional concealment element to the case which must be proven for the Superior Knowledge Doctrine, so that contractors must prove this factor on the part of the governmental agency before they will be able to collect on any claim. For example, the case of Helfend v. Southern California Rapid Transit District, 465 P2d 61 (1967) denied the contractor's claim since there had been no deliberate or calculated attempt to create false or misleading information. Associated Engineers and Contractors Inc. v. State, 567 P2d 397, Reh Den 568 P2d 512 (Hawaii 1977) also denied the contractor's claim since there had been no active concealment of any information. Even the court in Hardeman-Monier-Hutcherson v. U.S., 458 F2d 1364 (1972) partially based it's finding in favor of the contractor upon a "deliberate" withholding of information by the United States.

Case law in Oregon is scanty regarding the Superior Knowledge Doctrine. The only case which appears to mention it directly at all is Savage v. Peter Kiewit Sons', 249 Or 147, 432 P2d 519, 437 P2d 487 (1968). The Oregon Supreme Court decided not to apply the Superior Knowledge Doctrine as expressed in the Helene Curtis case since the contractor was "in as good a position to gauge the risk as was the Highway Commission. Helene Curtis involved a new product with which only the government had experience. Savage, however, could be expected to know "at least as much about the dangers of sandblasting as could anyone in the Highway Commission." Supra, at 155. Savage was given the opportunity to choose from several methods of performance in this case and chose one which resulted in an increased cost. The Supreme Court on appeal of this case after it was remanded for a new trial, 254 Or 411, 561 P2d 59, (1969) further explains the decision by stating that Savage had assumed the risk in this instance.

The only other Oregon case which I could find which remotely resembled an application of the Superior Knowledge Doctrine is State Highway Commission v. Long Corporation, 9 Or App 550, 561-563, 495 P2d 1215. In that case, the contractor was claiming that many of the problems and delays encountered were due to unanticipated conditions, many of which were known by the State Highway Commission. The court denied this claim since not only was this particular contractor, but all bidders were advised that further information could be obtained from the Commission. Also, the contractor warranted in accepting the contract that it had made a careful examinination of the plans, specifications and the contract, and had fully informed itself of the work and materials required, and had carefully examined the location and condition of the work and the sources of supply of materials. Further, the Highway Commission did not guarantee that the sub-surface materials encountered would necessarily conform to the plans.

Two further cases merit mentioning in this memorandum. The first is Dravo Corp. v. Commonwealth, Department of Highways, 564 SW2d 16 (Ky App 1977). In that action a bridge construction company brought suit against the State for damages sustained by the contractor encountering rock and sub-surface conditions at a project site which differed from the representation and drawings furnished by the State. The court held that there were no mis-representations or withholding of material information where the data furnished the contractor was for informational purposes only and intended to be suggestive of contruction conditions, where the plans alerted perspective bidders that the condition of the sub-surface were "erratic," and where undisclosed information and knowledge possessed by the State of work conditions one mile from the building site would have been of little use in the construction of the bridge.

One case which is somewhat similar to the other Superior Knowledge Case presented to the Oregon Highway Division concerning seepage of water from a canal to the highway roadbed is McKay Engineering and Construction Company v. Sanitary District of Chicago, 348 Ill App 89, 108 NE2d 39 (1952). In that case a river overflowed it's banks and flooded a tunnel during construction work on a sewer construction contract. The court rejected the contractor's contention that the governmental agency had superior knowledge of the possibility of such flooding. It held that because of the contractor's contractually required inspection of the job site, the contractor was charged with knowledge that the sewer tunnel paralleled the adjacent river and that it was obvious that in this case flood damage to the work was probable. The governmental agency had not expressly or impliedly guaranteed that the plans submitted to the contractor would, during all periods of construction work, prohibit any possibility of water seepage, at the altitude which the construction was to take place. Even though the Sanitation District kept flood records for a 50-year period, these records do not charge it with any special knowledge which it would be bound to divulge, in as much as the fact, in extent of prior flooding, was a condition easily ascertained and which should have been ascertained by the contractor in the exercise of ordinary prudence.

One further observation which I arrived at when doing this research is that Federal cases concerning superior knowledge seemed to, for a period of time, expand the possibility of using the Superior Knowledge Doctrine for recovery of contractor's claims, but have recently appeared to cut back on the use of this doctrine. State courts, on the other hand, have appeared reluctant to apply the Superior Knowledge Doctrine to the State government or local government bodies. In any event, the crucial factors appear to be whether the contractor had equal access to such information as to which it is claiming that the governmental bodies had superior knowledge, and whether the contractor, thereby, assumed the risk of not obtaining such information.

DKH:mk

cc: Jack Sollis

893+ Files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

6-5-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hertz Electric, Inc. No. 8901	E.Idaho Ave.@ E.Lane (Ontario)	May 12, 1980
Hertz Electric, Inc. No. 8964	Pac. Hwy. E. @ Berg Parkway (Canby)	May 12, 1980
Paul Bros., Inc. No. 8759	Garden Valley Blvd.-Fairgrounds Intchge.	May 16, 1980
Hansen Electric Co. No. 8938	Broadway St. @ 16th St.(North Bend)	May 16, 1980
Hamilton Const. Co. No. 8928	Judkins Point O'Xing.	May 20, 1980
Southern Oregon Rock Co. No. 9078	Port Orford Rock Production	May 27, 1980
Babler Bros., Inc. No. 8934	Crooked River Hwy.-Frederick Butte Rd.	May 27, 1980
Columbia West Matls. & Constructors, Inc. No. 8909	E. Fremont Bridge Connection	May 28, 1980
Hamilton Construction Co. No. 8943	N. Umpqua R. (Winchester) Bridge, N. Bound	May 28, 1980
Columbia Pacific Construction Co. No. 8898	Coast Fk. Willamette R. (Harrison Ave.) Bridge	May 30, 1980
Tice Electric Co. No. 8835	Powell Blvd. @ 162nd & Sandy Blvd. @ 122nd and 162nd	May 30, 1980
J. B. Steel, Inc. No. 8854	Port of Entry (Klamath Falls)	June 3, 1980

June 5, 1980

C. T. Keasey
Asst. State Highway Engineer

8934

June 2, 1960

Northwest Survey Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

CON 3
#8934

Gentlemen:

Contract No. 8934 awarded to Kubler Brothers, Inc., for work on the Crooked River Highway-Prineville Butte Road Section of the Central Oregon Highway in Jefferson County was completed on October 26, 1959, and accepted by the State Highway Division on May 27, 1960.

Final payment in the amount of $6,131.80 will be released to the contractor after June 9, 1960. The total contract amount is $1,512,206.50 including $2,390.11 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gronten
CONSTRUCTION ENGINEER

FKE/gnk

cc: Kubler Brothers, Inc.
[redacted] S. E. Hawthorne Avenue
Portland, OR 97214

bc: C. T. Keeney
Walt Hart
V. E. Shoog Attn: Dick Kosek
Dale Allen

FORM 734-3301 8934

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crooked River Hwy.- Frederick Butte Rd.	WEEK ENDING: March 28 1980	
	SECTION PREFIX: 9-1015	
HIGHWAY: Central Oregon	COUNTY: Deschutes	
NAME OF JOB: Crooked River Hwy.-Frederick Butte Rd.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 8934	FEDERAL AID PROJECT NUMBER: FR-21-3(4)
DATE OF CONTRACT: May 15, 1979	DATE WORK STARTED: May 30, 1979	ESTIMATED COMPLETION DATE: 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,659,417.19	SPECIFIED COMPLETION DATE: October 31, 1979	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $1,541,414.19	ENGINEERING AUTHORIZATION: $118,003.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,613 892.05	ENGINEERING COST TO DATE: $66,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
ESTIMATED PERCENT: OVERRUN 5 %	PERCENT OF AUTHORIZATION 56 %	DATE PROJECT WAS COMPLETED: Oct 26 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Cement Treat subgrade	
			GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
MILES IN PROJECT			12.48	12.48		8.07	12.48
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,300 Cu.Yd	3,400 Cu.Yd		124,000 Sq.Y	50,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE			4 100 Cu.Yd	4 860 Cu.Yd		117454 Sq.Y	50 570 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4 100 Cu.Yd	4 860 Cu.Yd		117454 Sq.Y	50 570 Ton
AVERAGE DAILY QUANTITIES			0 Cu.Yd	0 Cu.Yd		0 Sq.Y	0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0 Cu.Yd	0 Cu.Yd		0 Sq.Y	0 Ton
NUMBER OF SHIFTS PER DAY			0	0		0	0
HOURS PER SHIFT			0	0		0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

Keasey, Jackmond, Hopkins, Williams, Johnson, Glen, Richards, Berg, Inlow, Widmer, Gebauer, Church

RECEIVED
MAR 3 1 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Meeting with Mid Oregon Crushing Inc at Region office (Clairm)
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate sent to Region 3-26-80.

Final Weekly Report.

SIGNED W. W. Robertson LOCATION Bend, Oregon 97701

W. W. Robertson

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 2 COPIES.

5-5216

3-25-20

8934

NARRITIVE

CROOKED RIVER HWY - FREDERICK BUTTE RD.

CONTRACT 8934

Work commenced on this project with the clearing and stripping of the prospective quarry left of station 1780+00. The crushing was subcontracted to " Mid Oregon Crushing Co. ", they drilled and shot the quarry June 13 as per the area shown on the plans. The crushing of ¾"-#10 commenced July 2, asphalt concrete aggregates July 17 until October 1, when the crusher was removed from the project.

The general excavation work commenced June 11 with the drilling in the rock cuts. The work was completed October 26, which called for Extra Work Order #1. The finish work by the Contractor was quite rough as the excavated areas where shot or ripped rock. The Contractor hauled some " aggregate for treated subgrade " to help the finishing, but as the item overran 2000+ tons this was not continued. In the final cleanup of the borrow source (right station 1780+00) the Contractor pushed up a supply of native gravels so that State maintenance forces might continue this finish work. Extra Work Order #1 was for the purpose of matching the constructed typical section with the existing subgrade slopes.

The cement treated shoulders work commenced on June 20, and was completed June 25. It was found that some aggregates for treated subgrade was needed to bring the shoulder area to the proper grade.

The cement treated subgrade commenced June 25, and was completed July 13. Prior to any cement treatment this office found the project quantities short by approximately 1000 tons of cement. This was discussed with the Contractor before the work started and there were no supply or construction problems involved. The Contractor hauled all of the aggregates for the treated subgrade prior to its use in windrows on the left and right shoulders. A Bomag MPH 100 was used to mulch the pavement and shoulders, the aggregate berms were then bladed over the prepared road, then a second bomag mixed the cement and water. A blade then finished the area while a vibratory roller was obtaining compaction. This method eliminated the need for Stage Construction as the travel lane surface was always level at the end of the shift. The placed natural gravels contained the proper moisture for production and for use by the traffic. It was found that 4 to 5 roller passes were required to obtain the maximum compaction via the nuclear densomiter. One cannot use a calculated density for compaction as the material varies between tests and a control strip with the nuclear is the only way to determine compaction. The rolling should be completed within 2 hours after mixing the cement, water and subgrade.

The ¾"-#10 materials overran in the chip seal partly because the quarry with the impact crusher combination produced cubical shape rock instead of chips, which will affect their covering capabilities. note: 50% of the cover rock was obtained commercially.

The shoulder material was produced mostly out of specifications, (too much passing the ¼" sieve). A price reduction was made with Price Agreement #4 because it was deemed suitable for the use intended.

The asphalt concrete aggregate produced July 17 showed high on # 200 minus in the ¼"-0 size. On July 20, a meeting was held in the region office when the Subcontrator decided to try a harp screen in removing the excess 200 minus. This was installed July 24, with varring results and on July 26, a Cyclone was added to the harp screen with varring results. Production continued with much down time until August 22, when the A.C. plant with bag house ran a few dry batches of ¼"-0, cleaning up the 200 minus from 12% to 6%. At this time the crusher stopped trying to remove 200 minus as the A.C. plant would take care of it.

A hydro-hammer was used July 27, through October 8, to break oversize rock, this produced some of the best material obtained from the quarry. The Subcontractor is asking (letter Feb.) for compensation for this work. The crusher was run without water and the D.E.Q. & M.E.S.A. where both after a shutdown but allowed the crushing to continue. (again the contractor was removing the 200 minus dry)

An A.C. mix design was received August 8, and paving commenced August 15 on the west end of the project. Paving continued east until August 22 when the ¼"-0 pile was depleted and the base course was to the east end (less 1½ miles section west of Brothers). At this time our tests showed 1% more 200 minus than Bablers quality control tests. Our backup samples were sent to the Salem lab and verified.

The A.C. wearing course commenced October 4, and was shut down after 12+- loads, when a failing sample was completed. The drum dryer plant finished the shift running ¼"-0 at low heat to clean out the 200 minus. On October 5, a cyclone was added to the cold feed (this ended the cold feed samples) and clean & dirty ¼"-0 was blended into the mix. On October 8, a meeting was held with the Contractor at the region office to see where everyone stood and how to proceed. At this time it was obvious that the rock was breaking down (visual between screened and unscreened samples.) and our testing procedures were producing additional 200 minus in the test results. Babler agreed to remove 200 minus via mentioned blending, running the plant at low production, changing liquid asphalt feed in the plant and installing an additional cyclone (2nd one) with air compressors for each. The State was to run additional tests for 200 minus on the mix by washing out all the 200 minus before screening, then record the test results. On October 15, the A.C. plant was changed over from propane to diesel. On October 16, the 3/4-1/4 material was used up and material was

hauled to the project from Bend commercial sources. The highway paving was completed October 18, and the driveways and road connections were completed October 19, 1979.

On March 24,1980 a meeting was held in the Region office where Mid-Oregon Crushing Inc. stated they were pursuing a claim of up to $223,000 (including $17,500 for Hydro-Hammer work) for out of pocket expense incurred while crushing materials for this project. They are claiming that the prospective quarry was misrepresented and that the State of Oregon withheld information. They are willing to settle this matter at the lowest level possible and to date Region is contacting the construction office on what may be done.

W H Robertson

3-25-80

Versteeg
Anderson
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RECEIVED
APR 4 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Project: Crooked River Hwy.-Frederick Butte Rd. Contract No. 8934

County: Deschutes Prefix No. 9-1015

F.A.P. No. FR-21-3(4)

tem No.	Item	Unit	Orginal	Semi-final	%+or-	Remarks
	BID ITEMS		$1,451,537.50	$1,525,667.07	+5	
	CONTINGENCIES		$66,376.69			
	ENGINEERING		$118,003.00	$66,000.00	-44%	
	ANTICIPATED ITEMS:					
	Perm. & Temp. Striping		$4,700.00	$2,793.78	-42%	
	On The Job Training		$2,400.00	$784.80	-74%	
	Extra Work Order No. 1		0	$2,330.11		
	Asphalt Adjustment		$16,400.00	$60,580.23	269%	
	Price Adjunstments 1 - 8		0	$21,736.06		
	Contract Amount		$1,659,417.19	$1,679,892.05	+1%	
	Temporary Signs	Sq. Ft.	$3,000.00	$3,920.00	+31%	Required extra signing due to project waiting fo material to be produced.
	Temporary Barricades	Ea.	$200.00	0	-100%	None used
	Temporary Delineators	Ea.	$3,170.00	$250.00	-92%	
	Flagging	Hr.	$21,600.00	$19,053.00	-12%	
3	Pilot Car	Hr.	$15,000.00	$9,150.00	-39%	
)	General Excavation	Cu. Yd.	$23,000.00	$40,963.40	+78%	Areas of extra widening
13	Cement for treated subgrade	Ton	$186,400.00	$250,372.80	+34%	Miscalculated on preliminary work by not using dry weight of Mat'l.
15	½-10 Aggregate in Chip Seal	Cu. Yd	$12,00.00	$15,980.00	+33%	Material was Crushed cubical which requires additional Mat'l.
19	Asphalt in Tack Coat	Ton	$7,500.00	$15,694.50	+109%	Tacked between Lifts.

Continued

Item No.	Item	Unit	Orginal	Semi-final	%(=or-)	Remarks
20	18" Culvert Pipe	Lin. Ft.	$720.00	$400.00	-44%	Used section of State installed pipe

8134

STATE NO. 1

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	to Oregon
MONTHLY TRANSACTION NUMBER 1-3		County Deschutes
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number FR-21-3(4)
MODIFICATION NUMBER 1	12-26-79	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, , 1979 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,640,966.00	$ 1,728,000.00
Federal funds	$ 1,445,690.00	$ 1,522,368.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 5, 1979

Federal Aid Project
No. FR-21-3(4)

Crooked River Hwy. - Frederick Butte Rd. Section
Central Oregon Highway
Deschutes County

Revised Project Agreement Estimate

Type Code 6201			
Roadway (Sta. 1850+00 to Sta. 2215+00)			
Subtotal of previous estimate of May 31, 1979			$ 697,752.50
Previous Estimate			
Cement For Treated Subgrade	300 Ton.	80.00	$ 24,000.00
Asphalt Cement In Mixture	2115 Ton.	102.00	215,730.00
			$ 239,730.00
Revised Estimate			
Cement For Treated Subgrade	403 Ton.	80.00	$ 32,240.00
Asphalt Cement in Mixture .	2254	102.00	229,908.00
			$ 262,148.00
		Increase	$ 22,418.00
		Subtotal	720,170.50
		Engineering	87,829.50
		Total	$ 808,000.00
Type Code 6204			
Roadway (Sta. 2215+00 to Sta. 2509+00)			
Subtotal of previous estimate of May 31, 1979			$ 760,885.00
Previous Estimate			
Cement For Treated Subgrade	2,030 Ton.	80.00	$ 162,400.00
Asphalt Cement in Mixture	1,165 Ton	102.00	118,830.00
			$ 281,230.00
Revised Estimate			
Cement For Treated Subgrade	2,726 Ton	80.00	$ 218,080.00
Asphalt Cement in Mixture	1,242 Ton	102.00	126,684.00
			$ 344,764.00

Increase	$ 63,534.00
Subtotal	824,419.00
Engineering	95,581.00
Total	$ 920,000.00

Length of Roadway Code 6201- - - - - - -6.913 mi.
Length of Roadway Code 6204- - - - - - -5.568 mi.
Total 12.481 mi.

Cost of Roadway per mile Code 6201- - - $116,881.23
Cost of Roadway per mile Code 6204- - - $165,229.88

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Code 6201	$ 808,000.00	$ 711,848.00	$ 96,152.00
Roadway Code 6204	920,000.00	810,520.00	109,480.00
Total	$1,728,000.00	$1,522,368.00	$ 205,632.00

Group 1 -100%
Contract NO. 8934
Prefix 9-1015
Prefix 9-1984

8934

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-14-79	State Oregon County Deschutes Project No. FR-21-3(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jct. Crooked River Hwy.-Frederick Butte Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-18-79	12.481
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,640,966.00	$ 1,445,690.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Lunstedt

Assistant State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 14 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, May 31, 1979

Federal-Aid Project
No. FR-21-3(4)

CROOKED RIVER HWY.-FREDERICK BUTTE RD. SECTION
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1850+00 to Sta. 2215+00)

Furnish Field Laboratory	1	Each	2,000.00	$ 2,000.00
Mobilization	55%	All Required		38,500.00
Temporary Protection and Direction of Traffic	50%	All Required		7,500.00
Temporary Signs	300	Sq.Ft.	5.00	1,500.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Delineators	317	Each	5.00	1,585.00
Flagmen	400	Hour	18.00	7,200.00
Pilot Car	200	Hour	25.00	5,000.00
General Excavation	2,300	Cu.Yd.	10.00	23,000.00
Aggregate Shoulders	1,500	Cu.Yd.	8.00	12,000.00
Cement Treated Subgrade, Shoulders	15,650	Sq.Yd.	1.25	19,562.50
Cement for Treated Subgrade	300	Ton	80.00	24,000.00
1/4"-#10 Aggregate in Chip Seal	70	Cu.Yd.	20.00	1,400.00
Emulsified Asphalt in Chip Seal	14	Ton	150.00	2,100.00
Class "B" Asphalt Concrete Mixture	32,580	Ton	10.00	325,800.00
Asphalt Cement in Mixture	2,115	Ton	102.00	215,730.00
Asphalt in Tack Coat	17	Ton	150.00	2,550.00
18-inch Culvert Pipe	36	Lin.Ft.	20.00	720.00
Delineators	200	Each	18.00	3,600.00
				$ 693,847.50

Anticipated Items

Permanent Pavement Striping	(55%)	All Required	$ 2,310.00
Temporary Pavement Striping	(55%)	All Required	275.00
On-the-Job Trainees (3 at 800)	(55%)	All Required	1,320.00
			$ 3,905.00
		Subtotal	$ 697,752.50
		Engineering	87,218.50
		Total	$ 784,971.00

Oregon State Highway Division
Salem, Oregon, May 31, 1979

Federal-Aid Project
No. FR-21-3(4)

Type Code 6204
Roadway (Sta. 2215+00 to Sta. 2509+00)

Mobilization	45%	All	Required	$ 31,500.00
Temporary Protection and Direction of Traffic	50%	All	Required	7,500.00
Temporary Signs	300	Sq.Ft.	5.00	1,500.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Delineators	317	Each	5.00	1,585.00
Flagman	800	Hour	18.00	14,400.00
Pilot Car	400	Hour	25.00	10,000.00
Aggregate Shoulders	1,900	Cu.Yd.	8.00	15,200.00
Cement Treated Subgrade	108,350	Sq.Yd.	1.00	108,350.00
Cement for Treated Subgrade	2,030	Ton	80.00	162,400.00
Aggregate for Treated Subgrade	23,100	Ton	3.25	75,075.00
1/4"-#10 Aggregate in Chip Seal	530	Cu.Yd.	20.00	10,600.00
Emulsified Asphalt in Chip Seal	86	Ton	150.00	12,900.00
Class "B" Asphalt Concrete Mixture	17,920	Ton	10.00	179,200.00
Asphalt Cement in Mixture	1,165	Ton	102.00	118,830.00
Asphalt in Tack Coat	33	Ton	150.00	4,950.00
Delineators	200	Each	18.00	3,600.00
				$ 757,690.00

Anticipated Items

Permanent Pavement Striping	45%	All	Required	$ 1,890.00
Temporary Pavement Striping	45%	All	Required	225.00
On-the-Job Trainees	45%	All	Required	1,080.00
				$ 3,195.00
			Subtotal	$ 760,885.00
			Engineering	95,110.00
			Total	$ 855,995.00

Length of Roadway Code 6201 - - - - - - - - 6.913 mi.
Code 6204 - - - - - - - - 5.568 mi.

Total - - - - - - - - - - - 12.481 mi.

Cost of Roadway per Mile Code 6201 - - - - - - - - - $ 113,549.97
Code 6204 - - - - - - - - - $ 153,734.73

Oregon State Highway Division
Salem, Oregon, May 31, 1979

Federal-Aid Project
No. FR-21-3(4)

Work Retained in Program Status
(Not included in amounts below.)

Asphalt Cement Adjustment	All Required	$ 16,400.00

Summary of Funds (88.1%)

Description	Total Cost	Federal Funds	State Funds
Roadway Code 6201	$ 784,971	$ 691,559	$ 93,412
Roadway Code 6204	855,995	754,131	101,864
Total	$1,640,966	$1,445,690	$ 195,276

Group 1 100%
Contract No. 8934
Prefix 9-1015
Prefix 9-1984

STATE COPY

cc: State (H. S. Coulter)

7-10-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Deschutes	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-10-79	David B. Carter, Area Engineer	FR-21-3(4)

IN COMPANY WITH: R. Poole, Region 4 Construction Engineer,
W. Robertson, Resident Engineer, OSHD.

LOCATION

Approximately 35 miles east of Bend on the Central Oregon Highway, U.S. 20.

CONTRACTOR NAME AND ADDRESS

Babler Bros., Inc. 4617 S.E. Milwaukie, Ave., Portland, OR 97202

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
5-15-79	$1,451,537.50	specified comp. 10-31-79	---	5-30-79

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	32	27

REMARKS

CROOKED RIVER HIGHWAY-FREDRICK BUTTE SECTION
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY
Grading and Paving

This project provides for cement-treated subgrade, asphalt concrete pavement and aggregate shoulders on this 12.48 mile section of the Central Oregon Highway. This section of the route was heavily damaged by frost action this past year. This project will repair this damage along with upgrading the existing surfacing. In addition, certain safety work will be done as part of the project.

At the time of this inspection the contractor was finishing the cement-treated subgrade work. This process was observed and it appears a well mixed product is being obtained. Cement was being applied at a uniform rate of approximately 6 percent. A special piece of self-propelled equipment is being used to do the spreading work. The contractor's procedure included an initial pass with the mixer over the existing road to the depth to be treated in lieu of scarification of the existing road. This procedure appears to be superior to an initial scarifier pass as the mixer pulverizes the material on this first pass making a superior product to accept the new aggregates and cement.

Traffic through the localized cement treatment work is being handled by flagmen and a pilot car. Traffic moved through the work area with little

(continued)

delay or interference to the work. This was accomplished by treating and finishing the road on a half-width basis. The panels were brought up at the end of the work day. The permanent construction signs were in place.

It is anticipated the paving work will commence the second week of August. Some surface maintenance work may be required on the cement-treated subgrade between now and until the paving can begin.

RECEIVED
STATE HWY ENGR
AUG 14 '79
8-14 af
REFER TO
Keaseff
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1934

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 5, 1979

NOTED
H. S. COULTER

FROM: M. D. Glenn
Quality Control Engineer

RECEIVED
STATE HWY ENG
JUL 6 - '79

SUBJECT: FHWA Reviews of Project Records and Documentation and Quality of Highway Construction Survey

REFER TO

FOR

Info | Invest | R/D | D/B | Str | Mat | File

TO: E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz

copy PRO 6

The following projects have been selected for reviews of Project Records and Documentation and/or Quality of Highway Construction:

Cont. No.	FAP No.	Section	Resident Engineer	PR&D	QHC
		Region I			
8798	FF-TQF-1(4)	Warren-Scappoose	Barnhart	X	X
8860	IX-24(8)	Ross Isl. Br.-S.E. 50th Ave.	Fillmore	X	X
8519	I-205-7(40)311	S. Banfield Interchange	Shotwell	X	-
		Region II			
8788	HHS-75(2)	Monitor Road Junction	Weber	X	X
8863	F-2-6(3)	Del Rey Beach Access Rd.-Neawanna Cr.	Anderson	X	X
8882	HHS-26(14)	Pine St.-Academy St.	Wolfe	X	-
		Region III			
8654	I-F-5-3(111)137	N. Oakland Int.-Sutherlin Int.	Shull	X	X
8756	F-14(5)	Remote	Morrison	X	X
		Region IV			
8804	F-24(14)	Long Prairie Rd.-Willow Flat Rd.	Meritt	X	X
8934	FR-21-3(4)	Crooked River Hwy.-Frederick Butte Rd.	Robertson	X	X
		Region V			
8886	F-30(2)	Pendleton-McKay Reservoir	Ferguson	X	X
8922	FR-76(2)	Columbia River Hwy.-Hermiston	Ferguson	X	X

The tentative schedule is to review projects in Regions 1 and 2 between July 9 to 19 with projects in Regions 4 and 5 being reviewed the latter part of August and September. The quality of construction survey is to be performed whenever feasible - whenever the actual paving or bridge deck placement is being performed. Therefore, reviews will have to be scheduled to accommodate this requirement. The Resident Engineers will be contacted and requested to keep me informed as to when paving will be underway.

The first two projects scheduled to be reviewed are:

July 5-6 Pendleton-McKay Reservoir
July 10 or 11 Ross Isl. Br.-S.E. 50th

Please notify your Resident Engineers of the upcoming reviews. I will be contacting them and your Region Construction Engineers in order to firm up review dates.

MDG:fr

cc: H. S. Coulter
Glen L. Green
Vincent J. Tabor
William H. Kappus

8934 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 4-18-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FR-21-3(4)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90167

PROGRAM STAGE (Check)

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO Moehring
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 orig to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-18-79	4-18-79	Primary 21	Primary 7

GENERAL LOCATION:
Jct. Crooked River Hwy. - Frederick Butte Rd. Section

GENERAL DESCRIPTION OF WORK:
High Type Pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify)

Permanent Pavement Striping (SF) $4200
Temp. Pavement Striping (SF) $ 500
On the job Training $2400

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 16, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,937,294 - Federal Funds $1,706,755.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-79	E G Black	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8434

NOTED
E. S. HUNTER

Salem, Oregon
April 9, 1979

M. D. Glenn
Quality Control Engineer

W. W. Robertson
Resident Engineer

Crooked River Highway-
Frederick Butte Road
Cement-Treated Subgrade

Copy
PRO 5-1

There has been considerable discussion about how long cement-treated materials have to cure before allowing traffic on them. Our current specifications require four days curing after the curing seal has been applied to C.T.B.

This length of time has not always been possible due to traffic considerations. Recent discussions with several of our resident engineers and Larry Miller of the Portland Cement Association indicate traffic can be placed on the cement-treated materials as soon as the curing seal is placed without detrimental effects providing the following construction criteria is met and the curing seal does not get broken.

1. Uniformly mixed soil-cement materials.

2. Moisture content maintained at optimum or slightly above.

3. Specified density is obtained. Compaction should commence as soon as mixing completed and continue until maximum compaction obtained. Nuclear gauge best for checking density.

4. Complete coverage with bituminous curing seal with sufficient cover aggregate to prevent "picking-up" by traffic.

Ellis Jones in Eugene, Dick Nelson in Salem and Bill Maude in Medford have had experience using C.T.B. under traffic and can probably answer any questions you may have.

Attached are some materials furnished by Larry Miller of the Portland Cement Association and by the manufacturer of "Bros" equipment that contains considerable information about soil-cement construction.

RECEIVED
TECHNICAL SERVICES
APR 12 '79
REFER TO
FOR
Lab | Inves | R/D | D/R | Sign | Asst | File

MDG:fr

Att.

cc: R. C. Pool
John Jenkins
Clarence Gregg

4-11-79
Copies to:
Ed Hunter
Hal Yerabek
Jack Sullivan

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
APR 9 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

8934

4

Versteeg 3-30-79

Jct. ~~Locked Riv Hwy~~ - Frederick Butte Rd.

20 March 79
Studenmeyer advised D. Alan, Reg. Engr. that base design incl. Cold Mix A.C.

Called Gregg - Ask him to check material sources. Also, staging of base design, he will review. He gave me the following base design:

Sta. 1850 - 2083 (32' extg. width)
2" Emulsified Treated Wearing Surface
2" " " Base
1" " " Leveling Course

Sta. 2083 - 2215 (22' extg. width)
Same as above except widening to 32' will have 10" of Cement Treated Subgrade (Soil Cement)

Sta. 2215 - 2509
1½" Emulsified Treated Wearing Surface
1½" " " Base
10" Cement Treated Subgrade (Soil Cement)
4" - 1"-0 pit run aggr.
6" - Extg. Surfacing

DMS K

8934

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-3-78

FEDERAL AID PROJECT NO. F-21-3(2)

Cou 21-4

E PROJECT NO. See below

Central Ar

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80259

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-3-78	Primary 21	Primary 7

GENERAL LOCATION:

"Jct. Crooked River Hwy.-Brothers Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION

☐ OTHER (Specify)

Including archeology salvage and utility preparatory work
TEC NTE $37,500 F.F. $32,160

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 20, 1978, letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

NOTED
F. B. KLABOE

Swan
5-8

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-3-78	G. K. Hansen	for Division Administrator

FORM FHWA-1240 (REV. 6-70) EXISTING STOCKS OF FORM FH-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8934

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-3-78

Corr 21-4

Central Orig.

FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. F-21-3(1)
	ITEM NO. 80247	E PROJECT NO. See below
		COUNTY NAME Deschutes
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	5-3-78	Primary 21 / Primary 7

GENERAL LOCATION:

"Brothers-Fredrick Butte Road Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Including archeology salvage and utility preparatory work TEC NTE $25,200 F.F. 21,610
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 14, 1978, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

NOTED
F. B. KLABOE

Swan
5-8

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-3-78	G. K. Hansen	For Division Administrator

FORM FHWA-1240 (REV. 8-70)

EXISTING STOCKS OF FORM FH-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

1979 Odell Lake-Camp Makualla 8936
Rd. Sec. of Willamette Hwy.
(Paving)

8736

18 MISC

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Odell Lake-Camp Makualla Road
Willamette Highway

#18

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 18-1477 | DATE 4/19/83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 1,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 1,500
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		1,500	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		
906	BRIDGE DESIGN		200	921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		500	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			980	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON			932	RAILROAD & UTILITIES		200				
								TOTALS		$ 8,600	$ 8,600
								PREVIOUS AUTHORIZATION			$
								ADD. AUTH. REQUIRED			$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
STATE

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for an overlay contract.

This project to be combined with "Fuego Road-Forge Road" ( ) Section, "Willamette Jct. to Chemalt" ( ) and

1 Forsythe
2 Anderson, Adams
3 Linenab, Bloudenmayer
4 Terpin, Trout, Wakerlig

RECEIVED
MAY 05 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Phil Lovelyn	4-19-83	[signature]	4/20/83
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1614 (7-82)

8936

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Hal Versteeg
Road Design Engineer

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Preservation Projects

DATE: April 19, 1983

1 Versteeg
Anderson
Adams
Ellsnab
Stoudenmayer
Terpin
2 Strout
Wakerlig

RECEIVED
APR 20 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

We would like to let the following sections on one contract:

Willamette Junction-Chemult 7043
Fuego Road-Forge Road 7110
Odell Lake-Camp Makualla 8936

Please include the following in the Plans/Special Provisions:

1. Project limits will remain the same as the original contract.
2. Typical section would include a tack of 0.1 gal/ sq.yd., 3/4 inch of Class "E" open graded plant mix seal, and surface seal of 0.45 gal/sq.yd CRS-2 covered with 1/4-10 chips. Traveled lanes and shoulder will be paved.
3. Road approaches and mailbox and guardrail flairs will not be paved. Taper into these areas 1½ ft. and rake out coarse aggregate.
4. Patching and leveling will be done with State Forces.
5. Material source will be the Willamette Junction Quarry that was initially set up for Lenz Road-Fuego Road. A revised development plan will be submitted to you.
6. Rolling shall consist of a minimum of three coverages with a 10 ton (min.) steel wheeled roller. Vibratory rolling shall not be done.
7. Advise that Lenz Road-Fuego Road will be under contract during the same period.

We would prefer putting off the Lava Butte Lookout-Sugar Pine Butte section until next year. We would anticipate a problem explaining why we are overlaying this section when the section to the south of this is badly broken up.

RCP:pw

cc: R.L.Lammert
W.Robertson
B.Hatcher

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Hal Persteeg
Road Design Engineer

FROM: Robert C. Pool
Region Operations Engineer

DATE: April 19, 1983

SUBJECT: Preservation Projects

.....Versteeg .....
.....Anderson.....
.....Adams .....
.....Macnab .....
.....Stoudenmeyer.....
.....Terpin.....
.....Trout .....
.....Wakerlig .....

RECEIVED
APR 21 1983
ROAD DESIGN SECTION

....
....
....
Do Not File
Return To.....
Bring Up ...../...../.....
Action.....
....

We would like to let the following sections on one contract:

Willamette Junction-Chemult
Fuego Road-Forge Road
Odell Lake-Camp Makualla - not approved by commission (on willamette Hwy)

Please include the following in the Plans/Special Provisions:

1. Project limits will remain the same as the original contract.
2. Typical section would include a tack of 0.1 gal/ sq.yd., 3/4 inch of Class "E" open graded plant mix seal, and surface seal of 0.45 gal/sq.yd CRS-2 covered with 1/4-10 chips. Traveled lanes and shoulder will be paved.

~~not good enough~~ ~~for proj # 3~~ ~~#2 sup seal~~ This proposal does not meet the criteria set in w.lgons ladder

3. Road approaches and mailbox and guardrail flairs will not be paved. Taper into these areas 1½ ft. and rake out coarse aggregate.
4. Patching and leveling will be done with State forces.
5. Material source will be the Willamette Junction Quarry that was initially set up for Lenz Road-Fuego Road. A revised development plan will be submitted to you.
6. Rolling shall consist of a minimum of three coverages with a 10 ton (min.) steel wheeled roller. Vibratory rolling shall not be done.
7. Advise that Lenz Road-Fuego Road will be under contract during the same period.

We would prefer putting off the Lava Butte Lookout-Sugar Pine Butte section until next year. We would anticipate a problem explaining why we are overlaying this section when the section to the south of this is badly broken up.

STATE OF OREGON

INTER OFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: April 14, 1983

FROM: James E. Wilson Jr., PE
Asst. Engineer of Materials

SUBJECT: Recommendations for Preservation of Selected Pavements

Fourteen sections of asphalt concrete pavements referred to in Dale Allen's memo of March 4, 1983 on pavement deterioration in Regions 1 and 4 have been inspected by John Scofield and Jim Wilson along with Glenn Hossner and Region people. Based on information from the inspection, construction records and recent core test results, the following are our recommendations for prevention of further early deterioration. The listing is in order of priority for work with Dale's project rating numbers in parentheses.

#1 Ski Bowl Frontage Road-Summit Meadow Road (3): Warm Springs Int.-Salmon River curves (10): Tack heavy and patch the damaged areas of the pavement with "C" mix after removal of surrounding pavement from larger potholes or lines of pot-holes by grinding. Tack heavy and overlay the total length of the project including the interchange section with a 1½ inch thickness of Class "C" mix.

#2 Zigzag River-Ski Bowl Frontage Road (7): Tack heavy and patch the potholes with a dense graded - high asphalt content ½"-0 mix. Tack heavy and overlay the total length of the project with a 3/4-inch thickness of Class "E" open graded plant mix seal. Seal the surface with an emulsion sand seal.

#3 Willamette Jct.-Chemult (1): Tack heavy and patch the potholes with a dense graded - high asphalt content ½"-0 mix. Seal the total pavement with an emulsion sand seal. Remove excess sand, tack heavy and overlay the total length of the project with a 3/4-inch thickness of Class "E" open graded plant mix seal. Seal the surface with an emulsion sand seal.

#4 Fuego Road-Forge Road (4): Same recommendation as #2 priority project.

#5 Lava Butte Lookout-Sugar Pine Butte Road (8): Same recomendation as #2 priority project.

#6 ~~Odell Lake-Crescent Lake Jct.~~ Odell Lake — Crescent Lake Jct. Wakuulla Rd (9): Same recommendation as #2 project. As a less-cost alternate, an 0-31 chip seal could replace the plant mix seal, however, the service life of the seal would be reduced in the range of 50 to 70 percent.

Eriksen Contacting Field on Material Sources

#7 Warm Springs Jct.-Willow Creek (5): Tack heavy and patch the potholes with a dense graded - high asphalt content ¾"-0 mix. Seal the surface with an 0 - 31 chip seal.

#8 Hackett Drive-Crescent (6): Same recommendation as #2 priority project.

#9 Fremont Jct.-Hackett Drive (13): Same recommendation as #2 priority project.

#10 Bend SCL-Murphy Road (12): Same recommendation as #7 priority project.

#11 Glen Baker Road-Lava Butte (11): Reclamite seal and eventual Class "B" asphalt concrete overlay of 3 to 5 inch thickness or as required by deflection tests.

#12 Culver Highway-Jct. Madras/Prineville Highway (14): No work required.

#13 Collier Park-Williamson River (2): Based on a need for work to correct the base and pavement condition, the section would be in a #2 priority. However, the need for protection of the open graded pavement in its existing condition is low because of its age and fatigue failure.

#14 Sandy-Alder Creek (This section of Highway 26 was not included in Dale Allen's pavement condition inventory.) The last overlay was in 1978 with a Reclamite seal applied in 1979. A 3/4 inch thickness of Class "E" open graded plant mix seal is recommended after patching of the potholes with a dense graded - high asphalt content ¾"-0 mix. A heavy tack for patching and the overlay is needed. Based on need for preservation of the pavement, the section is comparable to priority #4.

It is our opinion that the recent pavement problems found on the projects inspected are the result of mix segregation during construction and asphalt stripping from the effects of ice and water in the segregation areas. With the recent changes in contract specifications and enforcement of all specification requirements in future construction, we feel that asphalt concrete pavements can be built to provide the expected level of maintenance free service.

gs

cc: W. E. Schwartz
C. T. Keasey
Jack Sullivan
Dale Allen
Marion Craft
Mike Stovall
John Scofield

8936

L

4-3-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Road & Driveway Co. No. 9009	SE 8th St.-SW Naterlin Dr.(Newport) Lincoln County	March 11, 1980
Tice Electric, Inc. No. 8857	SE Bybee Blvd. @ SE 23rd Ave. Multnomah County	March 11, 1980
Ross Bros. Const., Inc. No. 8924	Lafayette Hwy.-Webfoot Rd. Yamhill County	March 12, 1980
S.D. Spencer & Sons No. 8341	Garden Valley Blvd. Intchge. Douglas County	March 14, 1980
J.C. Compton Co. No. 8936	Odell Lake-Camp Makualla Rd. Klamath County	March 20, 1980
Hamilton Elect.,Inc. No. 8912	The Dalles/Calif. Hwy. @ Nels Anderson Pl. (Bend) Deschutes County	March 24, 1980
Holst Const. Co. No. 8870	Camp Creek (E.W.E.B. Canal) Bridge Lane County	March 24, 1980
Humphrey Const.,Inc. No. 8695	E. Burnside St. U'Xing. Multnomah County	March 27, 1980
R. A. Hatch Co. No. 8764	S. 6th St.-E. Side Bypass (Klamath Falls) Klamath County	March 31, 1980
Douglas S.Coats Const. No. 8867	Willow Creek Bridge Gilliam County	March 31, 1980

April 3, 1980

C. T. Keasey
Asst. State Highway Engineer

1936

March 24, 1980

Sanborn Survey Company
Seattle-First National Bank Building
1001 4th Avenue
Seattle, Washington 98154

COM 5
#8936

Gentlemen:

Contract No. 8936 awarded to J. C. Compton Co., for paving on the Odell Lake-Camp Makanila Road Section of the Willamette Highway in Klamath County was completed on September 14, 1979, and accepted by the State Highway Division on March 20, 1980.

Final payment in the amount of $3,448.18 will be released to the contractor after March 29, 1980. The total contract amount is $1,372,693.33 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Albert W. Gorman
COMMISSION SERVICES

ENA

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8936

FORM 754-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Odell Lake–Camp Makualla Road		WEEK ENDING: November 9, 1979
		SECTION PREFIX: 18–1161
HIGHWAY: Willamette		COUNTY: Klamath
NAME OF JOB: Odell Lake–Camp Makualla Road	KIND OF WORK: Paving	
CONTRACTOR: J. C. Compton, Co.	CONTRACT NUMBER: 8936	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 15, 1979	DATE WORK STARTED: June 18, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: 1,458,187.88	SPECIFIED COMPLETION DATE: September 30, 1979	PERCENT OF TIME ELAPSED: 96
EXCLUSIVE OF ENGINEERING: 1,354,494.52	ENGINEERING AUTHORIZATION: $103,693.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 1,339,617.37	ENGINEERING COST TO DATE: $55,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 1 %	PERCENT OF AUTHORIZATION . . . . . 53 %	DATE PROJECT WAS COMPLETED: September 25, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.92				9.92
MILES PARTIALLY COMPLETED	9.92				9.92
MILES COMPLETED	9.92				9.92
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,480				55,500
TOTAL QUANTITIES CORRECTED TO DATE	11,040				58,067
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,040				58,067
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4				
MONDAY 5				
TUESDAY 6				
WEDNESDAY 7				
THURSDAY 8				
FRIDAY 9				
SATURDAY 3				

RECEIVED
NOV 13 1979
CONSTRUCTION BRANCH

Keasey — Richards
Jackmond — Berg
Hopkins — Inlow
Williams — Widmer
Johnson — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed, Semi-Final was sumbitted to Region on November 8, 1979.

This will be the FINAL REPORT

RECEIVED
NOV 13 1979
CONSTRUCTION
BRANCH

SIGNED Wayne Cobine LOCATION Klamath Falls

Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8936

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1979

In Reply Refer to
File No.:

1. Polallie Cr.-Mt. Hood F
2. Middle Fk. Will. R.-Salmon C
3. Odell Lake-Makualla Fo

A. R. Westby
Office of Federal Highway Projects
Federal Highway Administration
610 East Fifth Street
Vancouver, WA 98661

Dear Mr. Westby:

Foster Reservoir-Cascadia State Park Section
Santiam Highway, Forest Highway #32
Linn County

In addition to the three projects already given you by phone as substitutes for the subject project, the following projects are submitted for consideration as substitutes also:

1. Nesika Beach-Wedderburn Section
   Oregon Coast Highway, Forest Highway #10
   Curry County
   Overlay and Safety 6.5 miles $500,000±

copy in mail

2. Willamette Junction-Chemult Section
   The Dalles/California Highway, Forest Highway #19
   Klamath County
   Overlay and Safety 7.0 miles $1,000,000±

3. Castle Rock-Cedar Creek Section
   Three Rivers Highway, Forest Highway #1
   Tillamook County
   Overlay 11.7 miles $900,000

4. Fox-Beech Creek Section
   Pendleton-John Day Highway, Forest Highway #34
   Grant County
   Overlay-Widen 11.9 miles $2,200,000±

RECEIVED
TECHNICAL SERVICES
MAY 18 '79
REFER TO
FOH

If it is determined to substitute one or more of these projects for the Foster Reservoir-Cascadia State Park project, please let us know and we will begin work on getting plans and specifications prepared for your use.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
FHWA

Form 734-3122

8936

18

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 13, 1979

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Odell Lake-Camp Makualla Road
MP 67.0 to MP 76.92
[redacted] Highway
Klamath County
Location Survey Data

It appears from the narrative on this project that a minimum of 32 feet of A.C. surface will be constructed. This is adequate for whatever bicycle traffic might be expected on this section.

DES:ge

REFERRED TO

Beard ____ Stoudenmayer ____
Cole ____ Sample ____
✓ Eriksen ____ Watson ____
Hager ____ Dorn ____ Lau ____
Discuss ____ Do ____ File Copy ____ Due ____
Natur
BY FINAL DESIGN ENGINEER

Versteeg ____
Anderson ____
Christensen ____
Olson ____
Sullivan ____
Terpin ____
Trout ____
Wakerlig ____

RECEIVED
APR 18 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring Up ____
Action ____

8936

DATE: April 4, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the April 17 meeting will be a request for approval of an overlay project. This project is not on the Six-Year Program and would be funded with State dollars.

The severe winter weather has created an urgent need to overlay the Odell Road-Camp Makualla Road Section of the Willamette Highway.

It is desired to let bids on this project in May. The estimated cost of this 9.9 mile overlay project is $1,500,000.

I recommend your approval of the project.

HSC:ji

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
Dale Allen
George Bell

8936

18

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: Fred Eriksen
Design Engineer Supervisor

DATE: March 23, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Odell Lake-Camp Makvalla Road Section
Willamette Highway No. 58
M.P. 67.00 to M.P. 76.92

As requested in your letter of March 21, 1979, we have reviewed the accident history on the subject section.

The accident history on this section showed no grouping of accidents at any location and the accident types varied as would be expected for this type of highway. The 1977 accident rate on this section was below the State Rate for this type of highway.

We could find no problem areas on this section.

L. E. George
Traffic Engineer

DW:ds

Versteeg
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Christensen
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Sullivan
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RECEIVED
MAR 23 1979
ROAD DESIGN SECTION

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REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen F.E. Watson
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(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8936

STATE OF OREGON

INTER OFFICE MEMO Klamath

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: March 21, 1979

FROM: J. E. Backstrand
Supervising Structural Des. Engineer

SUBJECT:
Odell Lake-Camp Makvalla Rd. Sec.
[redacted]
Bridges 1825 & 1826

The following are recommendations concerning overlaying the bridges in the subject project:

Bridge 1825 Crescent Creek

Remove existing ACWS (approx. 7-inch depth)	
Place asphalt membrane	1/2"
Place new ACWS	1 1/2"
Total A.C. on bridge	2"

Bridge 1826 Odell Creek

Remove existing ACWS (approx. 6-inch depth)	
Place asphalt membrane	1/2"
Place new ACWS	1 1/2"
Total A.C. on bridge	2"

Note: Approximate deck Area = 7,250 sq.ft.

JEB:smd

cc Dale Allen
George Hopkins
Jack Sullivan

REFERRED TO
Beard Stoudenmeyer
Cole Sample 7248
Eriksen F.E. Watson
Hager Dorn Lee
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BY FINAL DESIGN ENGINEER

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MAR 22 1979
ROAD DESIGN SECTION

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81-125-1307

8936

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

March 19, 1979

FILE: 18-1450

FROM: Jerry C. Thackery
Region Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Odell Lake-Camp Makualla Rd.
MP 67.0 to MP 76.92
Willamette Highway
Klamath County
Location Survey Data

Attached for your review find a completed location survey on the above listed subject section. This location information was formulated as quickly as possible as discussed in the March 9 Salem meeting with Mr. Coulter. It was agreed that due to the severe winter damage, this location work would be expedited to allow the earliest possible letting date.

Find supporting data as follows:

2 copies	Locating Engineer's Statement
2 copies	Narrative Report
2 copies	Special Provisions
4 copies	Quantity and Cost Summary
1 copy	Striping Estimate
4 Sheets	Bid Item Calculations
1 copy	Statement of Material Sources and Stockpile Sites
1 book	Field Notes

JCT:pw
Enclosures
cc: W. Cobine

RECEIVED
MAR 20 1979
LOCATION
SECTION

To Christensen 3-20-79

1979 Broadway St. @ 16th 6938
St. (North Bend) Sec. Cape
Arago Hwy. (Traffic sig.)

C4A 6740 10-9-78

8931

Files

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

6-5-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hertz Electric, Inc. No. 8901	E.Idaho Ave.@ E.Lane (Ontario)	May 12, 1980
Hertz Electric, Inc. No. 8964	Pac. Hwy. E. @ Berg Parkway (Canby)	May 12, 1980
Paul Bros., Inc. No. 8759	Garden Valley Blvd.-Fairgrounds Intchge.	May 16, 1980
Hansen Electric Co. No. 8938	Broadway St. @ 16th St.(North Bend)	May 16, 1980
Hamilton Const. Co. No. 8928	Judkins Point O'Xing.	May 20, 1980
Southern Oregon Rock Co. No. 9078	Port Orford Rock Production	May 27, 1980
Babler Bros., Inc. No. 8934	Crooked River Hwy.-Frederick Butte Rd.	May 27, 1980
Columbia West Matls. & Constructors, Inc. No. 8909	E. Fremont Bridge Connection	May 28, 1980
Hamilton Construction Co. No. 8943	N. Umpqua R. (Winchester) Bridge, N. Bound	May 28, 1980
Columbia Pacific Construction Co. No. 8898	Coast Fk. Willamette R. (Harrison Ave.) Bridge	May 30, 1980
Tice Electric Co. No. 8835	Powell Blvd. @ 162nd & Sandy Blvd. @ 122nd and 162nd	May 30, 1980
J. B. Steel, Inc. No. 8854	Port of Entry (Klamath Falls)	June 3, 1980

June 5, 1980

C. T. Keasey
Asst. State Highway Engineer

8938

May 21, 1968

American Fidelity Fire Insurance Company
[illegible]
P. O. Box 1466
Beaverton, OR 97005

Gentlemen:

On May 19, 1968, we wrote to you concerning release of final payment on Contract No. 8938 awarded to Hansen Electric Company, Inc., for traffic signal installation on Broadway Street at 16th in South Bend, Coos County.

Final payment on this contract is $1,468.81 and the total contract amount is $10,171.50. No work was performed under force account.

Sincerely,

Robert W. Garwood
[illegible]

FKH/gnk

cc: Hansen Electric Company, Inc.
[illegible]
Coos Bay, OR 97420

bc: C. Y. Massey
Walt Hart
Alfred Shirley

8938

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments DEPT | 378-6594 TELEPHONE | FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: May 16, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of May 16, 1980.

Contract	8938, Work Completed February 20, 1980
Project	Broadway St. @ 16th St. (North Bend)
Highway	Cape Arago
County	Coos
Type of Work	Traffic Signal Installation
Contractor	Hansen Electric Co.

RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

RECEIVED
STATE HWY ENGR
MAY 19 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

89.38 2

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Broadway @ 16th (North Bend)		WEEK ENDING: February 23, 1980
		SECTION PREFIX: 6-8230
HIGHWAY: Cape Arago		COUNTY: Coos
NAME OF JOB: Broadway @ 16th St.(North Bend)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hansen Electric, Inc.	CONTRACT NUMBER: 8938	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 7/14/79	DATE WORK STARTED: 12/21/79	ESTIMATED COMPLETION DATE: February 20, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 205
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 103
PROJECT AUTHORIZATION: $ 34,916.78	ENGINEERING AUTHORIZATION: $ 3,049.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 31,867.28	ENGINEERING COST TO DATE: $ 3,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,867.28		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 111 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Boom truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Rain	D		
MONDAY 18	Showers	0		
TUESDAY 19	"	0		
WEDNESDAY 20	Fair	0		
THURSDAY 21	Showers	0		
FRIDAY 22	Rain	0		
SATURDAY 23		0		

RECEIVED
FEB 25 1980
CONSTRUCTION BRANCH

Keesey, Leckmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No work.
18 MONDAY	No work.
19 TUESDAY	No work.
20 WEDNESDAY	State Crew Turned the signals on about 1:30 p.m. Contractor uncovered the signal heads about 1 p.m. Project completed.
21 THURSDAY	
22 FRIDAY	
23 SATURDAY	

REMARKS

Contractor installed two ground rods on pole #3 but overlooked running the #8 into controller. Since the pole is grounded and controller attached to pole, foreman hasn't made special trip over. Pole supplier didn't send right caps so these two items will be taken care of on one trip later.

Pole manufacturer supplied wrong bolt certs so no doubt be some time before new certs. arrive. Hope contractor has his paper work in by March 10th for semi-final.

SIGNED Eugene L. Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8739

May 29, 1979

City of North Bend
City Hall
North Bend, OR 97459

Attn: Arseal Burnett 756-6311
City Recorder

Gentlemen:

On May 24, 1979 a satisfactory bid was received from Hansen Electric Co., Inc., P. O. Box 1228, Coos Bay, OR 97420 for Traffic Signal Installation on Broadway Street @ 16th Street Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$28,996.00
Permanent Pavement Striping	$ 700.00
Signal Controller Testing (Engineering)	800.00
4½% Contingencies	1,372.28
Construction Engineering	3,049.50
Preliminary Engineering	4,500.00
Less P.E. Advance Deposit Paid by City - 11/21/78	- 3,000.00
ESTIMATED TOTAL COST	$36,416.78

City's Advance Deposit: say $36,400.00

Terry Connell 756-4815

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 15, 1979.

Please make your check for $36,400.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operations Programming Engineer

FH:dac

bc w/AD#637: Jack Ayres, Federal Aid Specialist
Vern Skoog-Please return completed AD#637 when check is received.

8938

Section Broadway Stat[illegible]th St (North Bound) Programming Estimate $ _____

Highway Cape Arago 5-23-79 Project Length —

County Coos Completion Time 200 Calendar Days

Kind of Work Traffic Signal Installation

Prefix 6-8219-921 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 39,480.00

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	700	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Install Water Meter		$ 1500.00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	800	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		

$ 40,980.00

Contingencies (4-1/2%) 1,844.10

Engineering (10 %) 4,098.00

SUBTOTAL $

Credit for _____

Estimated Net Authorization, Construction . . . . . $ 46,922.10

APPROVED

_____
Road Design Engineer

Jack Agree Sings.
Latest Est.
Ok. 5-23-79
H.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 4-23-79

Section Broadway St. at 16th St. (North Bend) County Coos

Kind Of Work Traffic Signal Installation Length — Name Butler -6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	520.00
2	Temporary Signs		Sq. Ft.	180	6.00	1,080.00
3	Flagmen		Hour	40	22.00	880.00
4	Traffic Signal Installation		Lump Sum	All	Lump Sum	37,000.00
	Total					39,480.00

JOS CONSTRUCT SIG REPAIR	CONT NO	# FA PROJ NOS				1,887.82	1,887.82	STATE
	006	8217	199	00		1,887.82CR	1,887.82CR	
	006	8217	594	00				
			** JOB TOTALS **		**	**	**	
US CORP ENGINEERS RESTLITHSE	CONT NO	FA PROJ NOS						STATE
	006	8218	440	11	48.00	4,541.48	4,541.48	
	006	8218	900	00		638.71	638.71	
	006	8218	900	11		3,418.30	3,418.30	
			** JOB TOTALS **		48.00 **	8,598.49 **	8,598.49 **	
PE NBTHBND 16TH & BRDWAY	CONT NO	FA PROJ NOS						STATE
	006	8219	409	00		14.96	14.96	
	006	8219	594	00		3,000.00CR	3,000.00CR	
	006	8219	901	00		2,640.04	2,640.04	
	006	8219	905	00	44.18	44.18	44.18	
	006	8219	911	00	860.14	1,545.74	1,545.74	
			** JOB TOTALS **		904.32 **	1,244.92 **	1,244.92 **	
							4,244.92	
ED POMME HWY 42 RENN WOOD R/W	CONT NO	FA PROJ NOS						STATE
	006	8220	199	00		147.35	147.35	
			** JOB TOTALS **		**	147.35 **	147.35 **	
N. BENDTRAFSIG. NEWMARK-SHERMAN	CONT NO	FA PROJ NOS						STATE
	006	8221	901	00		2,678.03	2,678.03	
			** JOB TOTALS **		**	2,678.03 **	2,678.03 **	
N. BENDTRAFSIG. NEWMARK&BRUSSELS	CONT NO	FA PROJ NOS						STATE
	006	8222	594	00		3,115.40CR	3,115.40CR	
	006	8222	901	00		2,027.00	2,027.00	

4-79

8938

TOTAL TO DATE JOB COST SUMMARY — APRIL 1979 — PAGE 1857

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	006	8222	911	00		1,029.60	1,029.60	
			** JOB TOTALS **		**	1,029.60 **	1,029.60 **	
DOUG CNTY-STRIPING	CONT NO		# FA PROJ NOS					STATE
	006	8224	199	00		1,067.25	1,067.25	
			** JOB TOTALS **		**	1,067.25 **	1,067.25 **	
LENS TRAILER SALES-TRAFSIGREV	CONT NO		FA PROJ NOS					STATE

	006	8217	594	00					
			** JOB TOTALS **			**		**	

US CORP ENGINEERS RESTL ITHSE — STATE

CONT NO		FA PROJ NOS					
006	8218	440	11	48.80	4,541.48	4,541.48	
006	8218	900	00		638.71	638.71	
006	8218	900	11		3,418.30	3,418.30	
		** JOB TOTALS **		48.80 **	8,598.49 **	8,598.49 **	

PE MYTHING 14TH & BROWAY — STATE

CONT NO		FA PROJ NOS					
006	8219	409	00		TN.96	TN.96	
006	8219	594	00		3,000.00CR	3,000.00CR	
006	8219	901	00		3,640.04	3,640.04	
006	8219	905	00	44.18	44.18	44.18	
006	8219	911	00	860.14	1,645.74	1,645.74	
		** JOB TOTALS **		904.32 **	1,294.92 **	1,294.92 **	

4,244.92

ED POMME HWY 42 REMV WOOD R/W — STATE

CONT NO		FA PROJ NOS					
006	8220	199	00		147.35	147.35	
		** JOB TOTALS **		**	147.35 **	147.35 **	

N. BENDTRAFSIG. NEUMARK-SHERMAN — STATE

CONT NO		FA PROJ NOS					
006	8221	901	00		2,678.03	2,678.03	
		** JOB TOTALS **		**	2,678.03 **	2,678.03 **	

N. BENDTRAFSIG. NEUMARK&BRUSSELS — STATE

CONT NO		FA PROJ NOS					
006	8222	594	00		3,115.40CR	3,115.40CR	
006	8222	901	00		2,027.00	2,027.00	

4-79

8938

TOTAL TO DATE JOB COST SUMMARY — APRIL 1979 — PAGE 1857

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	SR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	006	8222	911	00		1,069.60	1,069.60	
			** JOB TOTALS **		**	1.28 **	1.28 **	

DOUG CNTY-STRIPING — STATE

CONT NO		FA PROJ NOS					
006	8224	199	00		1,057.25	1,057.25	
		** JOB TOTALS **		**	1,057.25 **	1,057.25 **	

LENS TRAILER SALES-TRAFSIGREV CONT NO — FA PROJ NOS — STATE

8938

Le'ng D

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

April 30, 1979

Mr. Terry Connell
City Engineer
City of North Bend
P.O. Box "B"
North Bend, OR 97459

In Reply Refer to
File No: PRO 6

Dear Mr. Connell:

Attached are two copies of preliminary traffic signal plans for the proposed installation at Broadway and 16th Street in North Bend.

Will you please review the plans, sign one set in the space provided and return to this office with any suggestions or recommended revisions you might have. An early reply will be appreciated in order to enable completion of the plans, as a May 24, 1979 contract letting is scheduled.

Cordially,

J. X. Wilson

JAMES J. GIX
Regional Construction Engineer

NOTED
W. R. ZIRBES

ROSEBURG REGION
RECEIVED
APR 30 1979
PE | TE | RCE | ROE | TE
IOE | CES | HSR | RPR | ALE
JV | FAE | RBI | SEC

NOTED
L. E. GEORGE

Attach.

April 27, 1979

Returning signed plans per above letter.
(Keeping one file set).
Thank you.

Sincerely,

CITY OF NORTH BEND

Terry C. Connell, P.E.
Public Works Director
by Lucy Mallett, Sec.

NOTED
DWAYNE HOFSTETTER

RECEIVED
MAY 3 1979
TRAFFIC ENGINEERING

4-30-79
cc: L.E. George

Form 7343122

SIGNAL PLAN

SCALE 0 10 20 40 FEET

POLE FOUNDATION DATA		
Pole Number	Foundation Depth	Vertical Reinforcing
1	7'-6"	8 No 6, Grade 40 or 60
2	7'-6"	8 No 6, Grade 40 or 60
3	7'-6"	8 No 6, Grade 40 or 60
4	7'-6"	8 No 6, Grade 40 or 60

LEGEND

- Existing power pole (power source)
- Install (3)-(A) wire No. (6) control cable
- Install 3/8" galvanized messenger cable
- Install ½" galvanized tether cable
- Install service cabinet W/35 amp SPST breaker
- Install 120 volt meter service
- Install 2 phase fully actuated controller in pole mounted cabinet
- Install 30', 12" O.D. (Nom.), 3 ga. steel strain pole
- Install terminal cabinet
- Install (Ph) phase vehicle signal
- Install modified type C pedestrian signal
- Install (Ph) phase pedestrian pushbutton w/instruction sign

= 12"R, 12"Y, 12"G
= Number of conductors
= NO size shown
= Number of cables shown
= Phase shown

PRELIMINARY COPY

SUBJECT TO CHANGE

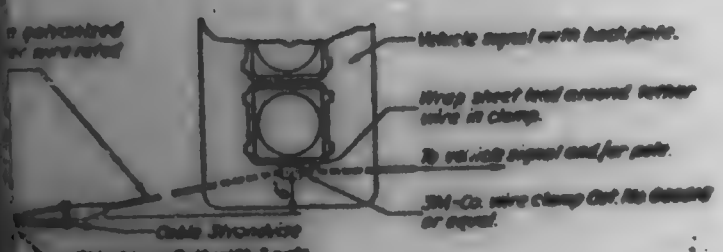
APR 13 1979

CITY APPROVAL

/ /

DATE

APPROVED
CITY OF NORTH BEND
PUBLIC WORKS DEPT


Vehicle signal with hood/plate.
Wrap shock head around tether wire in clamp.
To vehicle signal and/or pole.
3M-Co. wire clamp Cat. No. 6554 or equal.
Cable Shackle
Thimble Eye with 2 nuts

TETHER WIRE DETAIL
(No Scale)

4/27/79 EN

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
BROADWAY ST. AT 16TH ST. (NORTH BEND) SEC.
CAPE ARAGO HIGHWAY
COOS COUNTY

APPROVED
TRAFFIC ENGINEER
4/12/79
DATE

DATE APRIL 1979
ACCOMPANIED BY DWGS. M20, 1471, M22, M82, 81908, 45326, 4538

TC DWG NO. 4536

8938

240

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2-20-79

RIGHT OF WAY SECTION
RECEIVED
FEB 5 1979
RE | ARE | ARA | PS | CA | PS
P.S | AS | CE | CS | ... | ...

Attention: Right-of-Way Section

Subject: Federal Aid Project No. Others
Project Name Broadway St. @ 16th St. (North Bend) #2

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC: DE Swan
C.T. Keasey
R. Trigstad

Signed at North Bend, Oregon, this 14th day of February, 1979

2-27-79 H

Certified By:

Regional Right-of-Way Supervisor
Date 2-20-79

City of North Bend

B. L. Higgins Mayor

Arseal Burnett City Recorder

Instructions: Complete A or B and C.
R/W File No.

N

8938

October 9, 1978

City of North Bend
City Hall
North Bend, OR 97459

Attention: Arneal Burnett
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6740

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Cape Arago Highway (Broadway Street) at 16th Avenue in North Bend, Coos County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

ddm
Attachment

bc Don Harwell (Conf. agreement attached)

8938

Form 81-734-5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 26, 1978

FILE: TRA 7

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: L.E. George
Traffic Engineer
SALEM

SUBJECT: Proposed Traffic Signal Agreement
16th St. and Broadway St.
North Bend

Attached is correspondence from the City of North Bend requesting a draft agreement covering the proposed subject installation with funding to be provided in its entirety by the City. Could you please arrange to have a draft agreement prepared for this location?

It is the recommendation of this office that all preliminary engineering and construction engineering be accomplished by state forces regardless of who winds up with the maintenance responsibility for this installation.

AS/KDO/cd
Attach.
cc: B.E. Brown

RECEIVED
JUL 28 1978
TRAFFIC ENGINEERING
NOTED
DWAYNE HOFSTETTER

.1979 Esplanade St. - 8939
.Shasta Way Sec., Klamath
.Falls-Malin Hwy. (Tr. sig.)

CwA 6539 6-8-78

(1)

8939

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

HIGHWAY DIVISION

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
9-13-82				CA 389

CODE

CREDIT DISTRIBUTION
324.02

BILL TO:
City of Klamath Falls
City Hall
Klamath Falls, OR 97601

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on M-TQM-229B(4) Shasta Way Signals	
City Share of Project Cost	$9,671.62
Less: Advance Deposit	9,800.00
Refund Due City	$128.38

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT: Ex 86011
Gary Zehner PH: 1-800-452-7813 FOR CORRECTNESS OF CHARGES
OR _____ PH: _____ PREPARER OF INVOICE

KFALLSC 002380

Advance Deposit Amount	$ 9,800.00
Advance Deposit Previously Transferred to Highway Fund	$ 8,300.00
Balance	$ 1500.00
Transfer to Highway Fund	$ 1,37162
Refund Due	$ 128.38

AMOUNT DUE $

SUBMITTED BY
Dave Talbot

APPROVED BY
V. E. Strong

8939

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9-7-82

CITY Klamath Falls Contract No. 8939 Date Completed 4-30-80

PROJECT # U-101-2298(4) Section Shasta Way Signals

PAYMENTS TO CONTRACTOR Prefix No. 318-1046 Group 2 & 3

ITEM		TOTAL COST
Payments to Contractor		$145,937.94
Credit for Liquidated Damages		- 1,856.00
Interest Paid Contractor		64.70
SFO #3 State Furnished Cast Iron Junction Boxes		370.44
Construction Engineering		16,918.65
Signing		220.34
Project Management		32.46
Construction Section		6.84
TOTAL		$161,695.37
Less Federal Funds		142,416.83
BALANCE		$ 19,278.54
Less Non-Participating Costs:		
Interest Paid Contractor	$ 64.70	
Construction Engineering	123.72	$ 188.42
AMOUNT TO BE SHARED		$ 19,090.12

STATE SHARE:
50% of ($19,090.12 + $123.72) = $9,606.92

CITY SHARE:
50% of $19,090.12 + ($188.42 - $61.86) = $9,671.62
CITY ADVANCE DEPOSIT 9,800.00

REFUND DUE CITY $ 128.38

9-7-82
To Acctng
&
cc: Leg. d

8939 (1-29-82) 318-1046

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 5/2/79 — TO 7/2/81

FEDERAL AID PROJECT NO. M-TQM-2298(4)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
	46,572.81	46,536.41		41,035.81	41,035.81	
124	~~$ 41,905.90~~	~~$ 41,868.90~~	88.18%	~~$ 36,920.00~~	~~$ 36,920.00~~	$ 0.00
	~~119,761.27~~	~~119,638.05~~	88.18%	~~105,496.83~~	~~105,496.83~~	0.00
	115,093.76	114,970.54		101,381.02	101,381.02	
	$161,666.57	$161,506.95	88.18%	$142,416.83	$142,416.83	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon 1/29/82 V.E. Skoog, Controller

Changes also made
By Shirley Williams of FHWA
4-8-82

Changes made per request of
Cliff Saur 4-8-82

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S., MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST[illegible] VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 5/2/79 — TO 7/2/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

[illegible]-T[illegible]-2298(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
124	$ 41,306.30	$ 41,069.00	88.18%	$ 36,920.00	$ 36,920.00	$ 0.00
	119,761.27	119,638.06	88.18%	105,496.83	105,496.83	0.00
	$161,068.57	$161,506.96	88.18%	$142,416.83	$142,416.83	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon 1/29/82 V.E. Skoog, Controller

$ 0.00

FORM FHWA-20A (Rev. 5-79)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Shasta Way (Klamath Falls) Section **FAU 2298, Shasta Way** **Klamath County**					
	Construction					
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary (124)	All Required			$ 34,612.87	
	Final Contract Payment Summary (W32)	All Required			111,325.07	
SP0	#3 State of furnish cast iron junction boxes	All Required			370.44	
	Total Participating Cost				$146,308.38	
	Construction Engineering					
	State (W32) 9,922.15	All Required			17,054.57	
	State (W124) 7,359.25					
	Liquidated Damages (W32)	Lump Sum			(1,856.00)	
	Total Participating Construction Engineering				$ 15,198.57	
	Total Participating Cost				$161,506.95	
	Nonparticipating Cost					
	Interest on Final Payment	All Required			64.70	
	Construction Engineering	All Required			94.92	
	Total Nonparticipating Cost				$ 159.62	
	Total Project Cost				$161,666.57	

Prepared based on Participating Costs as shown on Federal Billing as of 2/4/82.

AMOUNT CARRIED FORWARD

TOTAL TO DATE JOB COST SUMMARY — APRIL 1982 — PAGE 195

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		TOT P1			24.67	56,318.53		
		TOT N1				26.68		
		** JOB TOTALS **		**	24.67 **	56,345.21 **		
ESPLANADE-SHASTA HY	CONT NO. 8939 # FB PROJ NOS TOM 320001 43 M 298004 44 TOM 298004 13						STATE	
	318 1046 201 00 P 1				7,372.13	105,827.22	79	82
	318 1046 201 00 P 2			4,667.51CR	5,206.64CR	106,430.73	79	82
	318 1046 201 00 P 3			4,667.51	1,034.51	39,507.21	80	82
	318 1046 203 00 P 1				1,344.00CR	1,344.00CR	82	82
	318 1046 203 00 P 2				1,856.00CR	1,856.00CR	82	82
	318 1046 204 00 P 1				519.76CR		80	81
	318 1046 204 00 P 2				919.75CR		80	81
	318 1046 204 00 P 3				271.75CR		80	81
	318 1046 204 00 N 1				753.04		79	81
	318 1046 204 00 N 2				770.55		79	81
	318 1046 204 00 N 3				227.67		79	81
	318 1046 206 00 N 1					48.81	80	80
	318 1046 206 00 N 2					49.94	80	80
	318 1046 206 00 N 3					14.76	80	80
	318 1046 210 03 P 1					370.44	80	80
	318 1046 210 03 P 2					370.44	80	80
	318 1046 270 01 P 1					6,153.12	80	81
	318 1046 295 00 N 9					8,300.00	79	79
	318 1046 296 00 N 9				8,851.79CR	259,949.79CR	79	82
	318 1046 298 00 N 9				8,851.79	251,649.79	79	82
	318 1046 900 00 P 1				226.83	12,594.44	79	82
	318 1046 900 00 P 2					9,721.72	79	81
	318 1046 900 00 P 3				226.83CR	6,969.99	79	82
	318 1046 900 00 N 1					71.63	79	80
	318 1046 900 00 N 2					73.28	79	80
	318 1046 900 00 N 3					21.64	79	80
	318 1046 911 00 P 1					166.22	81	81
	318 1046 911 00 P 2					170.08	81	81
	318 1046 911 00 P 3					50.26	81	81
	318 1046 920 00 P 1					24.51	79	79
	318 1046 920 00 P 2					25.07	79	79
	318 1046 920 00 P 3					7.39	79	79
	318 1046 945 00 P 1					6.	81	81
	318 1046 945 00 P 2					5.	81	81
	318 1046 945 00 P 3					1	81	81
	318 1046 948 00 P 1				77.87	77.	82	82
	318 1046 948 00 P 2				103.22	103.22	82	82
	318 1046 948 00 N 1				28.80	28.80	82	82
	318 1046 948 00 N 2				28.80	28.80	82	82
	TOT P1				5,773.07	123,874.98		
	TOT P2			4,667.51CR	7,879.17CR	114,970.54		
	TOT P3			4,667.51	535.93	46,536.41		
	TOT N1				781.84	149.24		
	TOT N2				799.35	152.02		
	TOT N3				227.67	36.40		
	** JOB TOTALS **			**	238.69 **	285,719.59 **		

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AMO CODE	AMOUNT OF THIS VOUCHER
	9			1,992.37						2,201.28
315-1027		PREFIX TOTALS	1487,044.00	737,128.50	734,632.71		647,799.12	645,597.84		
315-1028	1	RRP -000S-015 APPR-139	94,878.00	34,609.00	34,609.00	90.00	31,148.10	31,148.10		
315-1032	1	RRP -3875-001 APPR-139				90.00				
315-1094	1# M	-3920-001 APPR-432	237,304.73	281,916.58	276,578.94	85.80	237,304.73	237,304.73		
317-1006	1	RRS -3685-001 APPR-138	84,893.00	84,011.81	83,998.31	90.00	75,598.48	75,598.48		
317-1007	1	RRS -3625-001 APPR-138	78,601.00	2,924.84	2,924.84	90.00	2,632.36	2,632.36		
317-1093	1	RR00-000S-013 APPR-686	79,942.00	75,783.85	75,302.06	90.00	67,771.85	67,771.85		
318-1003	1	RRS -2237-001 APPR-138	44,696.00	44,613.32	44,613.32	90.00	40,151.99	40,151.99		
318-1006	1	RRP -000S-042 APPR-139	57,923.99	49.14	49.14	90.00	44.23	44.23		
	2	RRO -000S-042 APPR-686	8,719.01			90.00				
318-1006		PREFIX TOTALS	66,643.00	49.14	49.14		44.23	44.23		
318-1042	1# M	-2298-003 APPR-432	930,858.29	1093,870.12	1086,295.90	85.77	930,858.29	930,858.29		
318-1045	1#	RRS -2221-002 APPR-138	50,686.68	56,318.53	56,318.53	90.00	50,686.68	50,686.68		
318-1046	1#	TQM -2320-001 APPR-124	109,232.96	124,024.22	12 874.98	88.18	109,232.96	109,232.96		
	2# M	-2298-004 APPR-432	101,381.02	115,122.56	114,970.54	88.18	101,381.02	101,381.02		
	3#	TQM -2298-004 APPR-124	41,035.81	46,572.81	46,536.41	88.18	41,035.81	41,035.81		
318-1046		PREFIX TOTALS	251,649.79	285,719.59	285,381.93		251,649.79	251,649.79		
318-1098	1	BROS-1801-001 APPR-117	42,061.95	52,971.43	52,577.44	80.00	42,061.95	42,061.95		
	8	BROS-1801-001 APPR-117	8,625.61	10,816.28	10,782.01	80.00	8,625.61	8,625.61		
318-1098		PREFIX TOTALS	50,687.56	63,787.71	63,359.45		50,687.56	50,687.56		
319-1060	1	PMS -000S-111 APPR-140	14,700.00			100.00				
320-1008	1	PMS -000S-072 APPR-140	2,000.00	844.19	844.19	100.00	844.19	844.19		
320-1017	1#	RRS -6420-001 APPR-138	79,780.97	88,764.22	88,645.52	90.00	79,780.97	79,780.97		
320-1023	1#	SOS -2001-001 APPR-680	57,900.00	73,625.76	67,506.12	85.77	57,900.00	57,900.00		
320-1024	1# M	-6560-001 APPR-432	245,114.46	278,715.32	277,970.58	88.18	245,114.46	245,114.46		

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 208

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	318	1045	220	33	P	1			1,344.54	80	80
	318	1045	296	00	N	9		163.45CR	50,821.22CR	79	82
	318	1045	298	00	N	9		28.91	50,636.68	79	81
	318	1045	299	00	N	9		1.54	134.54	72	82
	318	1045	900	00	P	1			13.29	80	80
	318	1045	900	00	P	1			1,975.23	79	80
	318	1045	900	00	P	1		18.21	607.67	79	81
	318	1045	915	00	P				14.78	79	79
	318	1045	920	00	P	1		6.46	2.46	81	81
	318	1045	948	00	P	1		24.67	56,318.53		
			TOT	P				26.8CR			
			TOT	N1							
			** JOB TOTALS **				**	2.01CR**	56,318.53 **		

ESPLANADE-SHASTA HY — CONT NO 8939 * FA PROJ NOS TQM 320001 43 M 298004 44 TQM 298004 13 — STATE

318	1046	201	00	P	1	Cont. Payments		7,372.13	105,827.22	79	82
318	1046	201	00	P	2	" "		5,206.64CR	106,430.77	79	82
318	1046	201	00	P	3	" "		1,034.51	39,507.21	80	82
318	1046	203	00	P	1	Cr. for Liq. Dam.		1,344.00CR	1,344.00CR	82	82
318	1046	203	00	P	2	" "		1,856.00CR	1,856.00CR	82	82
318	1046	204	00	P	1	Retain Percentage		559.76CR		80	81
318	1046	204	00	P	2	" "		919.75CR		80	81
318	1046	204	00	P	3	" "		271.75CR		80	81
318	1046	204	00	N	1	" "		753.04		79	81
318	1046	204	00	N	2	" "		170.55		79	81
318	1046	204	00	N	3	" "		227.67		79	81
318	1046	206	00	N	1	Interest			48.81	80	80
318	1046	206	00	N	2	"			49.94	80	80
318	1046	206	00	N	3	"			14.76	80	80
318	1046	210	03	P	1	Material Furn.			370.44	80	80
318	1046	210	03	P	2	"			370.44	80	80
318	1046	270	01	P	1	SFO#1			6,153.12	80	81
318	1046	295	00	N	9				8,300.00	79	79
318	1046	296	00	N	9			8,851.79CR	259,949.79CR	79	82
318	1046	298	00	N	9			8,851.79	251,649.79	79	82
318	1046	900	00	P	1	Const. Engr.		226.83	12,594.44	79	82
318	1046	900	00	P	2	" "			9,721.72	79	81
318	1046	900	00	P	3	" "		226.83CR	6,959.99	79	82
318	1046	900	00	N	1	" "			71.63	79	80
318	1046	900	00	N	2	" "			73.28	79	80
318	1046	900	00	N	3	" "			21.64	79	80
318	1046	911	00	P	1	signing			166.22	81	81
318	1046	911	00	P	2	"			170.08	81	81
318	1046	911	00	P	3	"			50.26	81	81
318	1046	920	00	P	1	Proj. Mgmt.			24.51	79	79
318	1046	920	00	P	2	" "			25.07	79	79
318	1046	920	00	P	3	" "			7.39	79	79
318	1046	945	00	P	1	Const. Sect.			5.16	81	81
318	1046	945	00	P	2	" "			5.28	81	81

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 209

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	318	1046	945	00 P 3	Const. Sec.		1.56	81	81
	318	1046	948	00 P 1	Const. Engr.	77.87	77.87	82	82
	318	1046	948	00 P 2	" "	103.22	103.22	82	82
	318	1046	948	00 N 1	" "	28.80	28.80	82	82
	318	1046	948	00 N 2	" "	28.80	28.80	82	82
			TOT	P1		5,773.07	123,874.98		
			TOT	P2		2,879.17CR	14,970.54		
			TOT	P3		535.93	46,536.41		
			TOT	N1		781.84	149.24		
			TOT	N2		799.35	152.02		
			TOT	N3		227.67	36.40		
			** JOB TOTALS **		**	238.69 **	285,719.59 **		
D CANAL(6TH ST) BRIDGE	CONT NO 9206 * FA PROJ NOS BROS801001 92						BROS801001 08 STATE		
	318	1098	201	00 P 1		5,549.09CR	45,081.80	81	82
	318	1098	201	00 P 8		5,547.56	10,139.68	81	82
	318	1098	204	00 P 1		1,303.00		81	82
	318	1098	204	00 P 8		3.00CR		81	82
	318	1098	206	00 N 1		23.50	23.50	82	82
	318	1098	206	00 N 8		2.04	2.04	82	82
	318	1098	296	00 N 9		1,955.99CR	50,687.56CR	81	82
	318	1098	298	00 N 9		1,955.99	50,687.56	81	82
	318	1098	900	00 P 1		15.51	4,040.05	80	81
	318	1098	900	00 P 8		1.35	349.18	80	81
	318	1098	900	00 N 1			289.86	81	81
	318	1098	900	00 N 8			25.21	81	81
	318	1098	920	00 P 1		31.19	67.89	80	82
	318	1098	920	00 P 8		2.71	5.91	80	82
	318	1098	940	00 P 1		139.22	1,913.40	81	81
	318	1098	940	00 P 8		12.11	156.38	81	81
	318	1098	941	00 P 1			6.65	81	81

CM 6.78
1.749.46
7.0744

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	318 1046	945	00 P 3	Const. Sec.		1.56	81	81
	318 1046	948	00 P 1	Const. Engr.	77.87	77.87	82	82
	318 1046	948	00 P 2	" "	103.22	103.22	82	82
	318 1046	948	00 N 1	" "	28.80	28.80	82	82
	318 1046	948	00 N 2	" "	28.80	28.80		
		TOT	P1		5,773.07	123,874.98		
		TOT	P2		2,879.17CR	114,970.54		
		TOT	P3		535.93	46,536.41		
		TOT	N1		781.84	149.24		
		TOT	N2		799.35	152.02		
		TOT	N3		227.67	36.40		
		** JOB TOTALS **		**	238.69 **	285,719.59 **		

BROS801001 08 STATE

D CANAL(6TH ST) BRIDGE	CONT NO 9206 * FA PROJ NOS BROS801001 92				5,549.09CR	45,081.80	81	82
	318 1098	201	00 P 1		5,547.56	10,139.68	81	82
	318 1098	201	00 P 8		1,303.00		81	82
	318 1098	204	00 P 1		3.00		82	82
	318 1098	204	00 P 8		23.50	23.50	82	82
	318 1098	206	00 N 1		2.04	2.04	82	82
	318 1098	206	00 N 8		1,955.99CR	50,687.56CR	81	82
	318 1098	296	00 N 9		1,955.99	50,687.56	81	82
	318 1098	298	00 N 9		15.51	4,040.05	80	81
	318 1098	900	00 P 1		1.35	349.18	80	81
	318 1098	900	00 P 8			289.86	81	81
	318 1098	900	00 N 1			25.21	81	81
	318 1098	900	00 N 8		31.19	67.89	80	82
	318 1098	920	00 P 1		2.71	5.91	80	82
	318 1098	920	00 P 8		139.22	1,913.40	81	81
	318 1098	940	00 P 1		12.11	166.38	81	81
	318 1098	940	00 P 8			8.65	81	
	318 1098	941	00 P 1			.35		

STATE COPY

8939

cy: State (H S Coulter)

7-2-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED STATE HWY ENGR JUL 3 '81 REFER TO Area FOR Act Info Invest R/D O/R

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Klamath	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-23-81	David B. Carter, Area Engineer	M-TQM-2298(4) & M-TQM-2320(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
4-30-80	9-18-80	$\frac{314}{280} = 1.12$ %	280 calendar days

APPROVED EXTENSIONS	LOCATION
2 calendar days	Klamath Falls, Klamath County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ESPLANADE ST.-SHASTA WAY & SHASTA WAY (KLAMATH FALLS) SECTION
KLAMATH FALLS-MALIN HIGHWAY & FAU-2298
Traffic Signal Installation

This project provided for traffic signal installation or modification at six different locations. The new signal installations were at South 6th and Shasta Way and Washburn Way and the Klamath Falls-Malin Highway.

The Contractor required 314 calendar days to perform the work. This is 34 calendar days beyond the allotted contract time. Much of the delay resulted from controller equipment failure. The Contractor requested a time extension on this project. The State granted two additional days due to the performance of extra work.

The final cost of the original contract items was $236,776.40 which is 1.7 percent underrun of the contract bid amount of $240,897.92. The final cost of the project, including all engineering charges and changes, was $285,318.25.

Since the completion and acceptance of the project, the State has experienced some difficulty with the controller units. The manufacturer has performed some additional work on the units.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 6-29-81	TITLE Field Operations Engineer	DATE 7-2-81

FORM FHWA-1446 (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8939

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY files

ASSISTANT STATE HIGHWAY ENGINEER

10-1-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

O. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

39

October 7, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#3930

Gentlemen:

A post-final payment for $33.54 will be made to Hamilton Electric, Inc. on Contract No. 3930 for traffic signal installation on the Esplanade Street-Shasta Way Section of the Klamath Falls-Malin Highway and on Shasta Way in Klamath Falls, Klamath County, as soon as the warrant is prepared.

The total amount paid on this contract will be $246,343.16 including the post-final payment. Of the total $1,287.92 is for force account.

Sincerely,

Robert W. Sprague
COMMISSION ADMINISTRATOR

kkr

cc: Hamilton Electric, Inc.
382 West 5th
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keaney
Walt Hart
Dale Allen

8939

September 23, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#8939

Gentlemen:

Contract No. 8939 awarded to Hamilton Electric, Inc. for traffic signal installation on the Esplanade Street-Shasta Way Section of the Klamath Falls-Malin Highway and on Shasta Way (FAU 2298) in Klamath Falls, Klamath County, was completed on August 7, 1980, and accepted by the State Highway Division on September 18, 1980.

Final payment in the amount of $12,161.65 will be released to the contractor after September 29, 1980. The total contract amount is $240,331.61 including $1,254.38 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

Mar

cc: Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

bc: C. T. Kassacy
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

8939

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Cormsen
Manager, Commission Services

DATE: September 18, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of September 18, 1980.

Contract	8939	On Site Work Substantially Completed	April 30, 1980
All Work Completed	August 7, 1980		
Project	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls)		
Highway	Klamath Falls-Malin Hwy. & FAU 2298		
County	Klamath		
Type of Work	Traffic Signal Installation		
Contractor	Hamilton Electric, Inc.		

RDC:mk

cc: H. S. Coulter
R. D. Church

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SEP 19 '80
REFER TO
FOR
Info | Issues | R/D | D/R | Sign | Act | File

9939

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—625-965

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

7-24-80

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ INITIAL & FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Klamath	Oregon

IN COMPANY WITH: W. Cobine, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-24-80	David B. Carter, Area Engineer (Original Signed by D. B. Carter Area Eng)	TQM-2320(1) & TQM-2298(4)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	See below	112 %	99+ %

ESPLANADE ST.-SHASTA WAY & SHASTA WAY (KLAMATH FALLS) SECTION
KLAMATH FALLS-MALIN HIGHWAY & FAU-2298
Traffic Signal Installation

This project provided for traffic signal installation or modification at six different locations. The new signal installations were at South 6th and Shasta Way and Washburn Way and Klamath Falls-Malin Highway.

The contract was awarded to Hamilton Electric, Inc. of 232 West 5th Street, Eugene, Oregon, 97440, on June 11, 1979. The contract amount was $240,897.92. The contract provided 280 calendar days to complete the project with contract time beginning on June 22, 1979.

The contractor has requested a time extension as an additional 34 calendar days in excess of the allotted contract time were used to complete the work. The time extension request was based on late delivery of signal equipment and late delivery of signal equipment and extra work. The late delivery of material was caused when two of the five time based coordinator units failed to initially meet certain acceptance tests. The State has reviewed the contractor's request and has granted the contractor a time extension of 2 calendar days based on several extra work orders which were added to the project. No time was granted for late delivery of materials.

Two loop detectors need to be installed to complete the project. It is recommended the project be accepted upon completeion of this work.

8-5
cy

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STATE HWY ENGR
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FOR
Info | Inves | R/D | D/R | Sgn | Act | File

FORM FHWA-1446A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

8939

FORM 724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Esplanade St.-Shasta Way and Shasta Way		WEEK ENDING: July 11, 1980
HIGHWAY: Klamath Falls-Malin & FAU 2298		SECTION PREFIX: 318-1046
		COUNTY: Klamath
NAME OF JOB: Esplanade St.-Shasta Way & Shasta Way	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8939	FEDERAL AID PROJECT NUMBER: M-TQM-2298(4)&TQM-2320(1)
DATE OF CONTRACT: June 11, 1979	DATE WORK STARTED: September 12, 1979	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 280	CALENDAR DAYS USED 314
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 112
PROJECT AUTHORIZATION: $ 282,272.14	ENGINEERING AUTHORIZATION $ 22,382.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 259,889.33	ENGINEERING COST TO DATE $ 25,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 259,889.33	PERCENT OF AUTHORIZATION 114 %	DATE PROJECT WAS COMPLETED: April 30, 1980
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 14 1980
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Jamieson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No project activity. The project is complete, except for the installation of two detector loops, at So. 6th. St., & Shasta Way.

SIGNED Wayne Cobine LOCATION Klamath Falls

Wayne F. Cobine, Res. Engr.

PRIME RESIDENT: SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

DP-7216

9939

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-14-80

FEDERAL AID PROJECT NO.
TQM-2320(1)&M-TQM-2298(4)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, OR

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | S&a | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-2-79	12-24-79	FAU 2320 and 2298

STATE ROUTE NUMBER
Primary 50 and City Street

GENERAL LOCATION:
Esplanade St - Shasta Way & Shasta Way

GENERAL DESCRIPTION OF WORK:
State furnished junction boxes (6 each)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-24-79, as requested in Mr. Keasey's letter of 1-3-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $756 Federal Funds $666.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-80	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1975—721-[illegible]

8739 7/20/79 STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 7-201	FEDERAL-AID PROJECT AGREEMENT 7-21-79	Oregon
		County Klamath
		Project No. M-TQM-2238(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI: Shasta Way (Klamath Falls) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 160,571.00	$ 141,522.30

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cresap
G. L. Green *(Division Administrator)*
Division Administrator

Date executed by Division Administrator JUL 20 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Glen file

Oregon State Highway Division
Salem, Oregon, July 12, 1979

Federal Aid Project
No. M-TQM-2298(4)

Shasta Way (Klamath Falls) Section
FAU 2298, Shasta Way
Klamath County

Project Agreement Estimate

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required (50%)		$ 1,504.00
Temporary Signs	423 Sq.Ft.	$ 4.50	1,903.50
Temporary Barricades	8 Only	28.16	225.28
Flagmen	110 Hour	5.00	550.00
Traffic Signal Installation, Complete	All Required (59%)		137,290.05
	Subtotal		$141,472.83
	Engineering		16,098.17
	Engineering (Signal Controller Testing) (50%)		3,000.00
	Total		$160,571.00

Length of Project . . . . . 0.00 Mile

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
M Funds W32	$118,664.00	$104,602.00	$7,031.00	$7,031.00
TQM Funds 124	41,907.00	36,920.00*	2,493.00	2,494.00
Total	$160,571.00	$141,522.00	$9,524.00	$9,525.00

Group 2 44% = M Funds
Group 3 13% = TQM Funds
Contract No. 8939
Prefix No. 318-1046

*Note: $36,920 is a fixed amount.

8931

STATE COPY

2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-200		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Klamath
MODIFICATION NUMBER 2	7-20-79	Project Number TQM-2320(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,000.00	$ 139,916.00
Federal funds	$ 21,450.00	$ 123,335.00
Other revisions		

This modification is made for the following reasons: To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of July, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Lantz

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. Green Jr
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 484

Oregon State Highway Division
Salem, Oregon, July 12, 1979

Federal Aid Project
No. TQM-2320(1)

Esplanade Street-Shasta Way (Klamath Falls) Section
Klamath County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 25,025.00
	Total		$ 25,025.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required (50%)		$ 1,504.00
Temporary Signs	423 Sq.Ft.	$ 4.50	1,903.50
Temporary Barricades	4 Only	28.16	112.64
Flagmen	100 Hour	5.00	500.00
Traffic Signal Installation, Complete	All Required (41%)		95,404.95
			$ 99,425.09

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,800.00
	Subtotal	$101,225.09
	Engineering	10,665.91
	Engineering (Signal Controller Testing)(50%)	3,000.00
	Total	$114,891.00

Length of Project . . . . . 0.00 Mile

SUMMARY OF FUNDS (88.15%)

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 25,025.00	$ 22,059.00	$ 2,966.00
Traffic Signals	114,891.00	101,276.00	13,615.00
Total	$139,916.00	$123,335.00	$16,581.00

Group 1	43%
Contract No.	8939
Prefix No.	18-1932
Prefix No.	18-1046

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-12		State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Klamath
MODIFICATION NUMBER 1	2-6-79	Project Number TQM-2320(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14, 1978 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000.00	$ 25,000.00
Federal funds	$ 8,580.00	$ 21,450.00
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of February, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-78)

Previous editions are obsolete

GPO 927 484

Gen. File

Oregon State Highway Division
Salem, Oregon January 25, 1979

Federal Aid Project
No. TQM-2320(1)

ESPLANADE STREET-SHASTA WAY (KLAMATH FALLS) SECTION
KLAMATH COUNTY

Revised Project Agreement Estimate.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$25,000.00
	TOTAL	$25,000.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 21,450.00	$ 3,550.00
Retain in Program (Contract Work)	200,000.00	171,600.00	28,400.00
TOTAL	$225,000.00	$193,050.00	$31,950.00

Group 1 - 100%
Prefix: 18-1932

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
6-126	FEDERAL-AID PROJECT AGREEMENT	County: Klamath
	6-14-78	Project No.: TQM-2320(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 39, Jct. US97 Business Route SE 2.09 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-23-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,000.00	$ 8,580.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Technical Service Engineer
(Title)

By H. E. Culbertson

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Robert W. Gross
(Division Administrator)
For G. L. Green

Date executed by Division Administrator JUN 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon June 1, 1978

Federal Aid Project
No. TOM-2320(1)

"Esplanade Street-Shasta Way (Klamath Falls) Section"
Klamath County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 10,000.00
	Total	$ 10,000.00

Length of Project - - - - - - - - 0.0 mile

Summary of Funds

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 8,580.00	$ 1,420.00
Retain in Program (Contract Work)	200,000.00	171,600.00	28,400.00
Total	$210,000.00	$180,180.00	$29,820.00

Prefix 018-1932
Group 1-100%

8939

May 29, 1979

City of Klamath Falls
226 S. Fifth Street
Klamath Falls, OR 97601

Attn: Ray Bidegary
Director of Public Works

Gentlemen:

On May 24, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 W. Fifth Ave., Eugene, OR 97401 for Traffic Signals on Esplanade St.-Shasta Way Section, FAU 2298. The advance deposit based on the anticipated construction cost of their bid is as follows:

	M-TQM 2298(4)	TQM 2320(1)
Bid Items	$141,472.83	$ 99,425.09
Permanent Pavement Striping		1,800.00
Signal Controller Testing	3,000.00	3,000.00
4½% Contingencies	6,501.28	4,690.13
(9%) Engineering	13,002.55	9,380.26
ESTIMATED TOTAL COST	$163,976.66	$118,295.48

City's Advance Deposit:
6% of $163,976.66 = $9,838.60 or say $9,800.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 15, 1979.

Please make your check for $9,800.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operations Programming Engineer

FH:dmc

bc: w/AD #638: John Hagedorn, Federal Aid Specialist
Vern Skoog-Please return completed AD#638 when check is received.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8939 **LETTER OF APPROVAL AND/OR AUTHORIZATION** 5-2-79

FEDERAL AID PROJECT NO.
TQM-2320(1) & M-TQM-2298(4)

STATE PROJECT NO.
See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Klamath

ITEM NO.
70448 & 80401

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

RECEIVED
5/16/79
Orig to
Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-79	5-2-79	FAU 2320 and 2298	Primary 50 and City Street

GENERAL LOCATION:
Esplanade St. - Shasta Way & Shasta Way (Klamath Falls)

GENERAL DESCRIPTION OF WORK:
Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY.
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ OTHER (Specify)
Perm/Pavement Striping $1,500
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4-30-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $305,323 Federal Funds $268,988.

A signed Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-433

8939 4-16-79

Section Esplanade St.-Shasta Way, Shasta Way (Klamath Falls) Programming Estimate $ ~~312,000~~

Highway Klamath Falls-Malin Highway & FAU 2298 Project Length ———

County Klamath Completion Time 280 calendar days

Kind of Work Traffic Signal Installation M-TQM-2298(4)

Prefix 18-1932- FA Project No. TQM-2320(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 267,508.00
Anticipated Additional Items:		~~154,156~~ 156,661
Royalty Payment	———	
Building Permit Fees	———	
Slide Correction	———	
Railroad Protective Costs	———	
Other Railroad Costs	———	
Permanent Signing	———	
Permanent Pavement Striping	1,800	
Temporary Pavement Striping	———	
Remove Pavement Striping (Exist. & Temp.)	———	
Temporary Erosion Control	———	
State Furnished ———	———	
Install Water Meter	———	
Furnish Water	———	
Laboratory Fees	———	
On the Job Trainees	———	
State Responsibility for Damages	———	
Signal Controller Testing	6,000	
Bikeway Signs	———	
Furnish Mail Box Posts	———	
Adjust Utilities ———	———	
———	———	
———	———	
———	———	
Misc. Permit Fees ———	———	
———	———	$ 7,800.00
		3,000
		159,661
		~~159,156~~
		$ 275,308.00
Contingencies (4-1/2%)	7,185 ~~7,172~~	12,388.86
Engineering (9 %)	14,369 ~~14,344~~	24,777.72
SUBTOTAL	181,215	$
Credit for ———		
Estimated Net Authorization, Construction		$ 312,474.58
		~~$ 169,500~~
		181,215

APPROVED

5-23-79 Est. Good N

———
Road Design Engineer

CK 4-16-79 N

Rec'd 4-16-79 N

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 11-28-73

Section Esplanade St. Shasta Way & Shasta Way (Klamath Falls) County Klamath
Kind Of Work Traffic Signal Installation Length — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,790.00
2	Temporary Signs		Sq. Ft.	846	6.00	5,076.00
3	Temporary Barricades		Each	12	125.00	1,500.00
4	Flagmen		Hour	210	22.00	4,620.00
5	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	250,522.00
	Total					267,508
1	Temp. Prot. & Dir. of Tr.		L. S.	All	50%	2,895
2	Temp. Signs		Sq. Ft.	423	6.00	2,538
3	Temp. Barr.		Each	8	125.00	1,000
4	Flagmen		Hour	110	22.00	2,420
5	Tr. Sig. Ins., Comp.		L. S.	All	59%	147,808
					~~5%~~	~~445,303~~

8937

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. D. Allen
Region 4 Engineer

DATE: April 4, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Sign Plans
Esplanade Street-Shasta Way and Shasta Way Section (Klamath Falls)
Klamath Falls-Malin Highway at Shasta Way
Klamath County

Attached are six sets of preliminary signal plans for the subject project which have been revised to reflect the changes outlined in my letter of February 12.

Please review the plans with the City and County and return the signed sets to this office for our files.

The intersections at Esplanade Street, Main Street and Washburn Way on the Eastside Bypass will all have eight phase controllers installed to allow for future expansion of the signal operations.

Coordination of the signals on the bypass will be accomplished using a "time-base" system which does not require an interconnect circuit.

This project is currently scheduled for letting May 24. Any comments will have to be forwarded to this office as soon as possible, if this schedule is to be maintained.

L. E. George
Traffic Engineer

JII:ds
Attachments

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
TGE ☐ TAE ☐ OPE ☐
4/4/79
File: PM FA
TAA Zehner LG OP

8939

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Revised PR-1 Form
Item No. 80401
Project No. M-TQM-2298(4)
Shasta Way (Klamath Falls) Section
Klamath County

Attached revised PR-1 forms showing the joint funding of this project.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 25, 1979.

DRH:dmc
Attachments
cc: Dale Allen, Region 4
Gary Zehner, w/att.

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

December 4, 1978 REVISED

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 — City St., S. 6th St. to E. Side Bypass (K-Falls) — 66	ADT	PRESENT 24,270*	FUTURE N/A (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 — Traffic Signal — 62	NATL. FOREST (63) (68)	FH ROUTE NO. (66) (69)	NUPV AGCY (70)	DA CLASSIF. (71)	DA AREA (73)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M-TQM- 14 23	NUMBER 2298 7	
CARD 4	CLASS OF FEDERAL FUNDS Urban System & Transition Quarter						COUNTY NAME Klamath		CODE 035 (18)		
	NAME OF URBAN AREA 17-31 Klamath Falls						ROUTE NO. U	FEDERAL-AID 2298	STATE (32) City St. (35) (37)	U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (41 42 43 46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (88.1%) (67) (76)	STATE FUNDS	OTHER FUNDS (City)
1	(1415)	(16)	41	42								
5					PE							
5					ROW		"Shasta Way (Klamath Falls) Section"					
5					CONST (CODE) TOPICS Y031			"M"	0.0	125,090	110,200	7,445	7,445
								"TQM"	0.0	41,910	36,920	2,495	2,495
									0.0	167,000	147,120	9,940	9,940

(116) (23) (24) (39)

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

*ADT Entering Intersection
S. 6th St. @ Shasta Way

REMARKS
Additional Data: Item Nos. M-22
Project Nos. M-2298 (1), (2) &

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

December 4, 1978 REVISED

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., S. 6th St. to E. Side Bypass (K-Falls)	ADT	24,270*	N/A	98	10	Oregon	41	W32 124	80401

TYPED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
Signal								M-TQM-	2298	(4)		

Item & Transition Quarter	COUNTY NAME: Klamath	CODE: 035	PROGRAM STAGE: ☐ 1 OR ☐ 2	
Falls	ROUTE NO. U	FEDERAL-AID: 2298	STATE: City St.	U.S.: ----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Shasta Way (Klamath Falls) Section"						
CONST (CODE) TOPICS Y031		"M"	0.0	125,090	110,200	7,445	7,445	ROW-60' normal; Access Control-none; Parking Restriction-Complete
		"TQM"	0.0	41,910	36,920	2,495	2,495	
BY DRH		PROJECT TOTALS	0.0	167,000	147,120	9,940	9,940	

APPROVAL DATES

*ADT Entering Intersection S. 6th St. @ Shasta Way

REMARKS

Additional Data: Item Nos. M-22, 70410 & 80285; Project Nos. M-2298 (1), (2) & (3) respectively.

over

USCOMM DUSCOMM-DC 48808-P61

SHASTA WAY (KLAMATH FALLS) SECTION
PROJECT NO. M-2298(4)

Project Data: This project consists of:
1) Installation of multiphase traffic signal at S. 6th Street and Shasta Way-with intertie with S. 6th Street System.
2) Upgrade traffic signal at Shasta Way and Washburn.
3) Replace traffic signal at Shasta Way and Eastside Bypass.
4) Adjust utilities as required and incidental work common to this type of project.

Maintenance: State-City agreement will be executed to comply with Section 116, Title 23, U.S.C.

Note: 1) This project is in Congressional District No. 2.
2) This project will be done concurrent with Project No. TQM-2320(1) Esplanade St.-Shasta Way (Klamath Falls) Section and the overall project will be called "Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Section".
3) This project is joint funded with Urban System and Transition Quarter funds. The Transition Quarter funds is a firm amount and all additional costs will be financed with Urban System funds.

8939 11-28-78

Section Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Programming Estimate $ 250,000

Highway Klamath Falls-Malin Highway & FAU 2298 Project Length ——

County Klamath Completion Time 280 calendar days

Kind of Work Traffic Signal Installation M-TQM-2298(4)

Prefix 18-1932- FA Project No. TQM-2320(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 247,815.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 7,500.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	6,000	
Bikeway Signs		$ 3,000
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		145,757.00
		$ 255,315.00
Contingencies (4-1/2%)	6,559.00	11,489.18
Engineering (9 %)	13,116.13	22,978.35
SUBTOTAL	$ 165,434.10	$
Credit for		
Estimated Net Authorization, Construction		$ 289,782.53

APPROVED

Road Design Engineer

11-28-78
Funds. Ok.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 11-28-78

Section Esplanade St. Shasta Way & Shasta Way (Klamath Falls) County Klamath

Kind Of Work Traffic Signal Installation Length — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,790.00
2	Temporary Signs		Sq. Ft.	846	6.00	5,076.00
3	Temporary Barricades		Each	12	125.00	1,500.00
4	Flagmen		Hour	210	20.00	4,200.00
5	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	231,249.00
	Total					247,815.00

M-TDM-229B(4)

1	Temp. Prot. & Dir. of Traffic	Lump Sum	All	50%	2,895
2	Temp. Signs	Sq. Ft.	423	6.00	2,538
3	Temp. Barricades	Each	8	125.00	1,000
4	Flagmen	Hour	110	20.00	2,200
5	Traffic Signal Installation, Complete	Lump Sum	All	58%	134,124

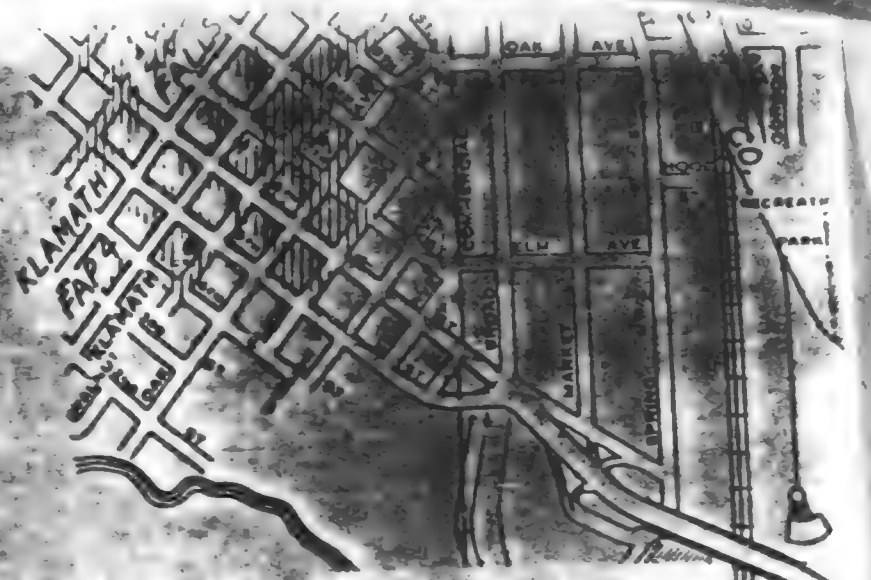
OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 11-28-78

Section Esplanade St. Shasta Way & Shasta Way (Klamath Falls) County Klamath

Kind Of Work Traffic Signal Installation Length — Name Butler

No	Item	Code	Unit	Quant.	~~Unit Cost~~ TAM-2298(4)	~~Total~~ TAM-2320(1)
1	Temporary Protection and Direction of Traffic		All	All	50%	50%
	Temporary Signs		Sq. Ft.	846	423	423
	Temporary Barricades		Each	12	8	4
	Flagmen		Hour	210	110	100
	Traffic Signal Installation Complete		All	All	58%	42%



S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
			M-TQM-2298(4)	TQM-2320(1)
Temporary Protection And Direction Of Traffic	All	All	50%	50%
Temporary Signs	Sq. Ft.	846	423	423
Temporary Barricades	Each	12	8	4
Flagmen	Hour	210	110	100
Traffic Signal Installation, Complete	All	All	58%	42%

Controller Testing
Striping

PROJECT M-TQM-

8939

September 26, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Mt. Hood Hwy. at S.E. 162nd Ave.
Oregon Project TQF-24(16)
and
Esplanade St.-Shasta Way (Klamath Falls)
Oregon Project TQM-2320(1)

As requested in your September 13 letters, we have updated the traffic volume and accident information for the intersections of Mt. Hood Highway at S.E. 162nd Avenue and the Klamath Falls-Malin Highway at Washburn Way. These two intersections are part of Oregon Projects TQF-24(16) and TQM-2320(1), respectively.

The Collision Diagrams were updated to include information through May 31, 1978 and new Traffic Signal Warrant Comparisons were prepared based on 1978 estimated traffic volumes.

Hopefully, this information will be sufficient and you will be able to approve both of the projects.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachments

bc F. B. Klaboe
D. E. Swan (enc.)
L. E. George

H:df ja

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Klamath Falls-Malin Hwy. #50 @ Washburn Way (M.P. X 3.93)

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	905	870	1055	1030	1170	1275	1320	910	1/
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	105	110	170	155	175	175	190	130	1/
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	___	___	___	___	___	___	___	___	

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	8
Minor Street	105	8
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	___	___
Pedestrian Volume	___	___
4. Accident Experience:		
Preventable Accidents (last 12 months)	5	
Minimum Warrant	5	
5. Systems Warrant (if applicable):		
Entering Volume (Weekday peak hour)		
Minimum Warrant	800	

Date of Traffic Count 1/ 1978 Estimated Volumes from 9/24,25/74 Count

RW

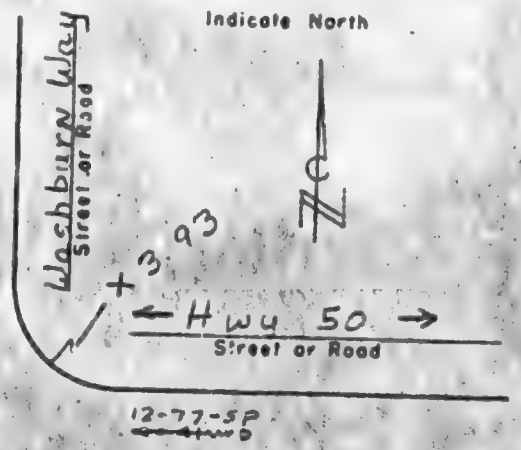
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or ~~in a developed community with population less than 10,000~~.

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis
COLLISION DIAGRAM

City of KLAMATH FALLS County KLAMATH
Intersection of Klamath & S. Main and Washburn Way
Highway Number 50 (OCE 39) MP X3.93
Period Covered 1-1-75 5-31-78
Compiled by LC Drawn by _____ Date 9-12-78

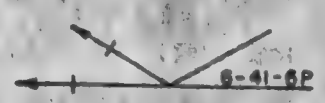
LEGEND
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

2-77-5P

Example:



Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage
Day - 8
Night - 2
Total 10

Collision Type	1975				1976				1977				5 Mos 1978				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end						1		1		2		2						3		3
Sideswipe																				
Turning Movement		1		1						2	2	4			2	2		3	4	7
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1		1		1		1		4	2	6			2	2		6	4	10

Form E-260 — 2M — 11-45 5/70

Form FHWA 121 (Rev. 8-73)

OTC Hold
Ltr 10-22-78
Reg. 4

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 13, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project TQM-2320(1)
Esplanade St.-Shasta Way (Klamath Falls) Sec.
Klamath County
Traffic Signal Warrant

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

Return to Gen. Files

We have reviewed the traffic signal warrants for the above intersection submitted with Mr. Swan's memorandum of September 1, 1978. We agree a signal is probably warranted at this location. However, the reference data submitted as justification for the signals is not current. We have discussed this with Mr. George of your office and he indicated more current data is available.

Please submit the updated data for our review. Future submissions of this nature should include the most current data available.

G. K. Hoover
for G. L. Green

cc:
D. E. Swan
L. E. George

NOTED
E. S. HUNTER

RECEIVED
SEP 15 1978
TRAFFIC ENGINEERING

RECEIVED
TECHNICAL SERVICES
SEP 14 '78
REFER TO George
FOR
Info | Immed | R/D | D/R | Sign | Appr | File
X

8939

FAUS

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB, GOVERNOR

September 5, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80401
Project No. M-2298(4)
Shasta Way (Klamath Falls) Section
Klamath County

Attached data consists of PR-1 form with project maps, Traffic Signal Warrant Comparison, Collision Diagram and other Traffic data.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 26, 1978.

DRH:tmw
Attachments
cc: Dale Allen (Region 4)
Gary Zehner

Budget Bureau No. 41-R2067.

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-5-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	(19) (20)	City St., S. 6th St. to E. Side Bypass (K-Falls) 21	ADT	24,270 *	N/A (66) (70)	98 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
CARD 3	Traffic Signal 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 29	2298 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CO
CARD 4	Urban System	Klamath	035

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Klamath Falls 17-31	U	2298	(32) City St. (36) (37)	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y031		"Shasta Way (Klamath Falls) Section	0.0	145,000	124,360	10,320	10,320 (City
							PROJECT TOTALS	0.0	145,000	124,360	10,320	10,320 (City

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	

REMARKS

* ADT Entering Intersection S. 6th St. @ Shasta Way

Additional Data: Item Nos. M-2
Project Nos. M-2298 (1), (2), &

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-5-78

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St., S. 6th St. to E. Side Bypass (K-Falls)	ADT	24,270 *	N/A	98	10	Oregon	41	124	80401

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
nal								M-	2298	(4)		

Urban System

Klamath Falls

COUNTY NAME: Klamath — CODE: 035

ROUTE NO.: U — FEDERAL-AID: 2298 — STATE: City St. — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) Y031		"Shasta Way (Klamath Falls) Section	0.0	145,000	124,360	10,320	10,320 (City)	ROW - 60' normal; Access Control-none; Parking Restriction-Complete.
DRH	PROJECT TOTALS		0.0	145,000	124,360	10,320	10,320 (City)	

APPROVAL DATES

REMARKS

* ADT Entering Intersection S. 6th St. @ Shasta Way

Additional Data: Item Nos. M-22, 70410 & 80285; Project Nos. M-2298 (1), (2) & (3) respectively.

-OVER-

USCOMM DUBCOMM-DC 48905-P61

Shasta Way (Klamath Falls) Section
Project No. M-2298(4)

Project Data: This project consists of:

1) Installation of multiphase traffic signal at S. 6th Street and Shasta Way-with intertie with S. 6th Street system.

2) Upgrade traffic signal at Shasta Way and Washburn.

3) Replace traffic signal at Shasta Way and Southside Bypass.

4) Adjust utilities as required and incidental work common to this type of project.

Maintenance: State-City agreement will be executed to comply with Section 116, Title 23, U.S.C.

Note: 1) This project is in Congressional District No. 2.

2) This project will be done concurrent with Project No. TQM-2320(1) Esplanade St.-Shasta Way (Klamath Falls) Section and the overall project will be called "Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Section".

8939

June 8, 1978

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

Attention: Harold Durrah
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6539

Gentlemen:

Attached for your files is a fully executed copy of an agreement for traffic signal work on the Esplanade Street-Shasta Way Section of the Klamath Falls-Malin Highway in Klamath County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

bkr

Enclosure

bc: Don Harwell (agreement attached)

8939

STATE OF OREGON

INTEROFFICE MEMO

TO: G. W. Wimer
Local Government Manager

DATE: March 17, 1978

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 20 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Agreement Draft
Esplanade Street-Shasta Way Section
Klamath Falls-Malin Highway No. 50
City of Klamath Falls

TAA Holmes File: PM FA LG OP

In searching the files for review of the subject draft, it appears that some clarification is needed on a few items. These are:

1. Shasta Way at Alameda

   This intersection is also being revised with a new controller that will be compatible with the other new controllers to be installed on this project. This intersection is under the jurisdiction of the County. The original agreement (dated June 8, 1967) has been amended by Agreement No. 5883 (11-23-76) wherein the State assumed maintenance and the County retained power responsibilities.

   This intersection will be further revised during the construction of the proposed "South Sixth Street-Eastside Bypass Section", of FAU 2298 (Shasta Way).

2. Esplanade at Alameda

   The existing agreement covering this intersection (dated 3-17-70) should be modified in that the State will assume maintenance responsibility. Power cost will remain with the City.

The new signal at Washburn Way at Alameda and the two revised intersections mentioned above, as well as the Main Street intersection, will be interconnected as stated in the draft.

Other provisions of the draft appear to be correct. Please include the above recommended items and proceed with negotiations.

L. E. George
Traffic Engineer Supervisor

BET:ds

01-128-1307

8939

6-23-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQM-2320(1)

STATE PROJECT NO.: See below

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70448

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-23-77	FAU 2320	Primary 50

GENERAL LOCATION:

"Esplanade Street-Shasta Way (Klamath Falls) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ TEC not to exceed $10,000 - F.F. $8,580.
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 16, 1977, letter.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Insp | R/C | Cert | Est | Appr

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-23-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—[illegible]

June 16, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70448
Project No. TOM-2320(1)
Esplanade St. - Shasta Way (Klamath Falls) Section
Klamath County

Enclosed is data for the subject project.

We hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $10,000 with an obligation of $8,580 in federal funds.

CL:dmc
cc: C. Williams (Region 4)

8939

STATE OF OREGON

INTEROFFICE MEMO

DATE: May 13, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: L. W. Rutzen
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Esplanade Street-Shasta Way
Klamath Falls-Malin Hwy.
Klamath County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 4: Carl Williams
District 11: J. L. Gunter
Region 4 Geologist: Rolland VanCleave

EJH 5-11-77

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
FOR
Info | Invest | R/D | D/[illegible] | Sign | Act | File

8939

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 3, 1977

In reply refer to: 1041B.4

SUBJECT: Oregon Project TQF-41(-)
Esplanade St.-Shasta Way
Klamath Falls-Malin Hwy.
Klamath County (PROJECT ASSESSMENT)

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 22, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
OSHD (Potter)
" (Region 4, Fenton)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8939

Form 81-734-1_20

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Esplanade Street-Shasta Way — Date April 14, 19 77

Highway Klamath Falls-Malin #50 — Authorization No. 1

County Klamath County — Survey Prefix 18-1932 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is Esplanade Street, M.P. X4.97. The southerly terminus is Shasta Way, M.P. X2.88. This is a distance of 2.09 miles on the Klamath Falls-Malin Highway.

Purpose of survey:

Prepare plans and specifications for the following:

(a) Install traffic signal at Washburn Way.
(b) Revise existing signal at Esplanade Street.
(c) Revise existing signal at Main Street
(d) Provide intertie equipment to Shasta Way.
(e) Provide intertie circuit to the above four intersections.

Estimate of cost:

	Field	901	5,000
	Plans	902	200
	Traffic	911	3,000
	Utility	914	200
	Specifications	921	250
	Environmental	923	150
	Found. Expl.	926	500

TQM-2320 (1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 9,300

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: [signature] Field Engineer

Recommended for Approval: [signature] Location Engineer

Recommended for Approval: [signature] Regional Engineer

Approved: Deputy [signature] Assistant State Highway Engineer

SP*19100-734

OFFICE ENGINEERING SECTION

P. E. APPR. 6-23-77

FED. AID TRANS STATE .....

TRANS 1/4 FUNDS

NOTED

M. INOR C. HOLMES

8939

Jans

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 17 1977
COUNTY
CITY
UNIT

Reply
Requires Approval
Receive/Keep
Do not File
Return To
Bring Up
Other

February 16,1977

Mr. Ray Bidegary
Acting Director of Public Works
City of Klamath Falls
Klamath Falls, OR 97601

cc: George Hopkins

Dear Mr. Bidegary:

We have just received your letter of February 10th, concerning the City's FAU project on Shasta Way. I will respond to the points that you raised in the order that you presented them.

1) $33,304.69 has been expended in preliminary engineering on this project so far. This phase is almost complete. If the project is carried to completion, the State will pay 7% of all costs, the County and the City will jointly pay 7% (35/65 split), the rest will come from your Federal Aid Urban fund. If the project is terminated by the City prior to Federal design approval, 86% of costs incurred as of termination will be deducted from your FAU fund (approximately $28,000). The City must reimburse the State for all of its costs (probably about $3,300.) and then split remaining costs with the County (65/35). Paragraph 10, Section V, of the Urban System Project Agreement that the City and County signed stipulates that the State must be reimbursed.

2) The Federal Highway Administration and the Oregon State Highway Division are in agreement that the Shasta Way project is not viable without a traffic signal at the intersection with South Sixth Street. The reasons for this are a matter of record in the hearing transcript. No signal, no Federal or State participation.

3) Traffic signal warrant information is attached.

4) I'm not sure what other information we have that might help the City Council, but I believe that a few comments are in order.

PROJECT MANAGEMENT
FEB 17 '77
REFER TO
FOR
Note | Investigate | R/D | Action | File | Letter | See me
X
Form 81-734-3122

HAL-FRED

We undertook this project at the joint request of the City and the County. Your original Project Request proposed a signal at Shasta Way and South Sixth, and asked for our field investigation of the need. The need has been clearly established, and the signal cannot be installed without removing some parking on South Sixth Street.

We are concerned about economic hardships suffered by local businesses due to parking removal. Our primary concern is for the safety of the moving traffic, however, and it must be understood that no one has a "right" to regularly park on highway right-of-way. The local businesses have in effect been receiving a subsidy for years in the form of free parking. A legal technicality does allow us to unilaterally remove parking from along South Sixth, but in reality the Transportation Commission would not do it withqut City concurrence. Therefore the decision to remove parking and continue with the project or to drop the project entirely rests squarely with the City Council.

A final point: road-user taxes cannot be used to provide off-street parking for businesses. This is prohibited by Article IX of the Oregon Constitution.

Yours very truly,

Carl M. Williams

Carl M. Williams
Regional Engineer

CMW:pw
cc: Lyle Smith
George Hopkins

TRAFFIC SIGNAL WARRANTS

Warrant 1, Minimum Vehicular Volume

In order to qualify, this warrant must be met a minimum of 8 hours out of 24. The major street meets it 14 hours out of each day, but the minor street meets it only 2 hours per day. Assuming a conservative growth in traffic volumes of 8% per year, the minor street will meet the warrant within 3 years.

Warrant 2, Interruption of Continuous Traffic

Again, the warrant must be met at least 8 hours each day. Both major and minor streets meet the standard an average of 12 hours per day. This in itself justifies the signal, without even considering accidents.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1495	1738	1762	1660	1602	1856	1802	1801
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	128	153	145	151	132	147	115	119
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	—	—	—	—	—	—	—	—

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	600	14
Minor Street	150	2
2. Interruption of Continuous Traffic:		
Major Street	900	12
Minor Street	75	12
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	—	—
Pedestrian Volume	—	—
4. Accident Experience:		
Preventable Accidents (last 12 months)		
Minimum Warrant	5	
5. Systems Warrant (if applicable):		
Entering Volume (Weekday peak hour)		
Minimum Warrant	800	

Date of Traffic Count _____

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

February 10, 1977

Carl W. Williams
Regional Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

RE: Shasta Way, South Sixth Street - Eastside Bypass Section

Dear Mr. Williams:

At the last regular meeting of the City Council of the City of Klamath Falls the subject of the Shasta Way Project was reopened. City Council directed staff personnel to prepare a report containing all of the previous information on this project. This report will have to be delivered to Council for the City Council meeting on February 22, 1977.

I would like to request your assistance in compiling the information we need. The following is a list of information needed:

1. Has Oregon State Highway expended any funds to date which the City is obligated to pay?

2. Will this project be continued if the signal lights at the intersection of Shasta Way and South Sixth Street were removed from the project.

3. All information on the warrants for a signal at this intersection.

4. Any other information which will assist the City Council on this project.

Thank you in advance for your assistance.

Sincerely,

Ray Bidegary,
Acting Director of Public Works

RB:cf

SISTER CITY
ROTORUA, NEW ZEALAND

ROE RS RME RCE FAE
RTS RECEIVED ENV
RUE FEB 14 1977 RDE
REO REGION 4 RBE
ASSIGNED

8939

FAUS

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: S. 6th St.-Eastside Bypass
Klamath Falls Section
Shasta Way, Klamath County
Prefix No. 318-1910

The attached memo from John Holcomb suggests that when the subject FAU job is constructed the Highway Division take over signal maintenance responsibility for the intersection of Shasta Way and the Eastside Bypass (Klamath Falls-Malin Highway).

According to the existing agreement the County is responsible for maintenance at this intersection. Under our current policy the maintenance will remain with the County unless a major revision is done to the signal. Inasmuch as we will be rebuilding this signal installation from the ground up including new poles and a new controller, the agreement when it is prepared should reassign the maintenance responsibility to the State. The County will care for the cost of power consumption.

When your Section prepares the agreement, would you please have these thoughts included.

Very truly yours,

L. E. George
Traffic Engineer

10-12-76
PROJ. AGREEMENT EXECUTED
4-28-75. ROGER TRYGSTAD WILL
PREPARE POWER & MAINT. AGREE
FOR SIGNAL. LEG.

RDT:rj

cc: C. M. Williams
J. L. Gunter
Robert Judson
J. H. Versteeg
F. E. Terpin

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976

PROJECT MANAGEMENT
OCT - 7 '76
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Maint - Gary

Form 81-734-3122

FORM 6-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

September 27, 1976

FILE: LOC 17

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

SUBJECT: S. 6th St.-Eastside Bypass
Klamath Falls Section
Shasta Way, Klamath County
Prefix No. 318-1910

TO: Memo to the Files

Several individuals within the Division and the County have come up with suggestions and requests to revise the traffic signal at Shasta Way and the Eastside Bypass. L. E. George is to make the final decision relating to the extent of any signal revision. He will then submit this to the front office for determination on further action.

The requests and suggestions are as follows:

(1) The County has made a verbal request to be relieved of their present obligation with respect to paying for maintenance of signal.

(2) Robert Judson would like to have all new poles as the present poles are not really strong enough to support the spans.

(3) Judson also suggests we consider upgrading the signal to five phases. The present signal is three-phase.

(4) Any and all signal revisions should be included in the subject project. The split will be 78 percent Federal, 11 percent County, and 11 percent State.

I phoned Earl Kessler, Assistant County Engineer, and advised him of the status. He is in agreement.

JEH:mr

cc: L. E. George
E. J. Dunn
J. L. Gunter
Robert Judson
J. H. Versteeg
Frank Terpin
Klamath County, ATT: Lyle Smith

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976
ENGR. GUAR. UE AE WE
RPE CE WE RPE

APPROVED 10/11/76
L. E. GEORGE
TRAFFIC ENGR.
Proceed on this basis

RECEIVED
SEP 28 1976
TRAFFIC ENGINEERING

NOTED
L.E. GEORGE

8939

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

November 19, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Larry Lindstrom
City Engineer
City Hall
Klamath Falls, OR 97601

Dear Larry:

In response to your inquiry about replacement of the signal controller at Shasta Way and Washburn Way, I have found the following:

The State presently has some 18 Series 90 controllers in service. We no longer allow their installation, and are replacing the existing ones as money becomes available. It appears it will be possible to replace the Shasta at Washburn controller with construction of the Sixth Street to Eastside Bypass Section, if adequate funding is available.

With respect to timing changes, our experts in Salem advise that the only changes that would be of benefit at this time are the pedestrian movementa. A1 and A2 should be increased from the present 4" to 8". A3 should be increased from 8" to 11". The law requires a pedestrian clearance allowance of four feet per second. The rest of the timing appears to be in order.

If the Shasta Way traffic is backing up during the peak hours, it is probably due to one of two things. 1) All the conflicting movements peak at the same time, thus creating a capacity problem. 2) The detectors on Shasta Way sometimes malfunction and do not extend the green time to that phase.

I would appreciate being advised when and if you change the timing on this signal. If you have any further questions, please do not hesitate to call.

Yours very truly,

John E. Holcomb
Regional Traffic/Utility Engineer

JEH:pw

October 21, 1975

John Holcomb
Oregon State Highway Department
Department of Transportation
P. O. Box 1249
Bend, Oregon 97701

RE: Shasta Way - South Sixth Street to Eastside Bypass
F.A.U. Route #2293

Dear John:

This letter is to make application for additional funding to change the traffic control unit at the intersection of Shasta Way and Washburn Way. The present controller is a LFE series 90 which was installed October, 1972. For the past three (3) years the City has experienced maintenance problems on an average of every six (6) months with the unit which, because of its sophisticated design, has been expensive to repair. It would be to the City's advantage if the controller could be the same as those located at Alameda - Esplanade, Alameda - Main, and Alameda (Eastside Bypass) - Shasta Way in order to have continuity within the system. Based upon your traffic study for the intersection of South Sixth Street and Shasta Way, and in the event signals are needed, the three signal systems could be the same for the Shasta Way project.

I understand the State Highway Department has within their system a few LFE series 90 controllers which have been phased out because of high maintenance costs along with frequent malfunctioning. I would be interested in knowing if this has been done and the cost thereof.

I would appreciate your department making an updated traffic movement count of the Shasta Way - Washburn Way intersection to determine if the timing for the various phases need to be changed based upon the present and perhaps the anticipated traffic load created when the subject project is complete.

If you should have any questions please contact this office.

Sincerely,

Larry Lindstrom, P.E.
Director of Public Works

LL:gt

cc: Lyle Smith-Dept. of Pub. Works Klamath County, John Cunter-Oregon State Highway Dept., E.J. Dunn-Resident Engineer Oregon State Highway Dept., Dave Fenton-Oregon State Highway Dept.

.1979 N.E. Halsey St. @ 8940
.223rd. Ave. in Fairview
.(Traffic signals)

C+A 6739 10-31-98

8940

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 136157

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
1/24/83		CA 951

•MULTNOMAH COUNTY
•2115 SE MORRISON
•PORTLAND OR 97204
•

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
MULTCTY		321	00			223.09
	326-1956	296	00	000		223.09
	326-1956	297	00	000		(223.09)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON IX -9867(2), HALSEY ST AT 223RD AVE.	
TOTAL PROJECT COST	52,389.70
LESS: FEDERAL PARTICIPATION	(43,617.92)
LESS: COUNTY ADVANCE DEPOSIT	(7,650.00)
LESS: CREDIT FOR WORK BY COUNTY	(898.69)
AMOUNT DUE FROM CITY	223.09

↑FOLD

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
GARY ZEHNER PH: 1-800-452-7813 EX. 8-6514 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA PH: 1-800-452-7813 EX. 8-5035 PREPARER OF INVOICE

734-1100 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 10/27/82

COUNTY: MULTNOMAH AGREEMENT NO: 6739 PROJECT NO: IX-9867(2)

CONTRACT NO: 8940 SECTION: Halsey St. at 223rd Ave.

PRELIMINARY ENGINEERING (Prefix No. 326-1956):

Resident Engineer	$ 108.62
Final Design	119.72
Signing	733.79
Audit Expense	229.39
Project Management	45.49
Specifications	512.03
Administrative Services	11.63
Work by County	2,073.25
TOTAL P.E.	$ 3,833.92
Less Federal Funds	-3,272.39
COUNTY SHARE P.E.	$ 561.53

CONSTRUCTION (Prefix No. 326-1016):

Payment to Contractor	$42,409.00
Credit for Liquidated Damages	(200.00)
Interest Paid Contractor	10.55
Construction Engineering	5,988.00
Signing	48.79
Audit Expense	254.52
Project Management	32.98
Construction Section	11.94
TOTAL CONST.	$48,555.78
Less Federal Funds	-40,345.53
COUNTY SHARE CONST.	$ 8,210.25

SUMMARY

County Share P.E.	$ 561.53	
Less Credit for Work by County	-310.99	
P.E. AMOUNT DUE FROM COUNTY		$ 250.54
County Share Const.	$8,210.25	
Less County Advance Deposit	-7,650.00	
Less Credit for Work by County	- 587.70	
CONST. REFUND DUE COUNTY		$ - 27.45
TOTAL AMOUNT DUE FROM COUNTY		$ 223.09

8940

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1965

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-27-82

ST VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.

STATE Salem, OR 97310

(For use of Paying Office)

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER FOR Oregon

FROM

TO 9/1/78 2/10/81

FEDERAL AID PROJECT NO. IX-0267(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 1,760.67	$ 1,760.67	85.77%	$ 1,510.13	$ 1,510.13	$ 0.00
2,073.25	2,073.25	85.00%	1,762.26	1,762.26	0.00
44,637.78	43,547.33	85.00%	37,015.23	37,015.23	0.00
3,918.00	3,918.00	85.00%	3,330.30	3,330.30	0.00
$52,389.70	$51,299.25	--	$43,617.92	$43,617.92	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon 4/27/82 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 6-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. Halsey St. at N.E. 223rd Ave. Section in Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by Multnomah Co.	All Required			$ 2,073.25	
	State	All Required			1,531.28	
	Total Participating Preliminary Engineering				$ 3,604.53	
	Construction					
	Type Code Y031					
	Traffic Signal (N.E. Halsey St. N.E. 223rd Ave.)					
	Formal Contract Payment Summary	Lump Sum			$42,408.00	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (200.00)	
	Work by Multnomah Co.	All Required			3,918.00	
	State	All Required			628.39	
SFO #1	Monitor engineering of County (State)	All Required			455.42	
	Total Participating Construction				$ 4,801.81	
	Misc. Project Cost					
	Audit Expense (P.E.) (State)	All Required			$ 229.39	
	Audit Expense (Const)(State)	All Required			254.52	
	Total Participating Misc. Project Cost				$ 483.91	
	Total Participating Cost	-			$51,299.25	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			$ 10.55	
SFO #2	Monitor work performed by County (State)	All Required			.22	
	Construction Engineering (State)	All Required			1,079.68	
	Total Nonparticipating Cost	-			$ 1,090.45	
	Total Project Cost	-			$52,389.70	

Prepared based on Participating Costs as shown on Federal Billing as of 4/29/82.

AMOUNT CARRIED FORWARD.

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 747

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
FAIRVIEW @ HALSEY	CONT NO	* FA PROJ NOS XI 867002 100					STATE
	426 1914	598	00 N 9			1,762.26CR	
	426 1914	903	00 P 1			1,762.26	
		TOT	P1			1,762.26	
		TOT	N9			1,762.26CR	
		** JOB TOTALS **		**	**	**	
SE 257TH-SE DIV	CONT NO	FA PROJ NOS SOS 600801 100					STATE
	426 1915	598	00 N 9			4,342.99CR	
	426 1915	903	00 P 1			4,342.99	
		TOT	P1			4,342.99	
		TOT	N9			4,342.99CR	
		** JOB TOTALS **		**	**	**	
N NEIMAN-N HALSEY PTLD	CONT NO	FA PROJ NOS SOS 601002 100					STATE
	426 1917	598	00 N 9			3,329.09CR	
	426 1917	903	00 P 1			3,329.09	
		TOT	P1			3,329.09	
		TOT	N9			3,329.09CR	
		** JOB TOTALS **		**	**	**	
N GREELEY-N DELAWARE PORTLAND	CONT NO	FA PROJ NOS SOS 601003 100					STATE
	426 1918	598	00 N 9			1,379.02CR	
	426 1918	903	00 P 1			1,379.02	
		TOT	P1			1,379.02	
		TOT	N9			1,379.02CR	
		** JOB TOTALS **		**	**	**	
SW 9TH-SW 8TH, PORTLAND	CONT NO	FA PROJ NOS SOS 601004 100					STATE
	426 1919	598	00 N 9			7,643.67CR	
	426 1919	903	00 P 1			7,643.67	
		TOT	P1			7,643.67	
		TOT	N9			7,643.67CR	
		** JOB TOTALS **		**	**	**	
MISSOULA ST & NE 67TH, PTLD	CONT NO	FA PROJ NOS SOS 601006 100					STATE
	426 1921	598	00 N 9			1,[illegible]CR	
	426 1921	903	00 P 1			1,[illegible]	
		TOT	P1			1,[illegible]	
		TOT	N9			1,[illegible]CR	
		** JOB TOTALS **		**	**	**	
JOHNSON CRK BR @ 142ND, PTLD	CONT NO	FA PROJ NO	SOS 601007 100				STATE
	426 1922	[illegible]	00 N 9			2,643.19CR	

SPRR XING @ 9TH (PORTLAND)	CONT NO		& FA PROJ NOS RR0000S029 100						STATE
	326	1956	296	00	N	9		233.08CR	584.39CR
	326	1956	298	00	N	9		233.08	584.39
	326	1956	901	00	P	1			4.43
	326	1956	901	00	N	1		6.90	6.90
	326	1956	905	00	P	1			84.79
	326	1956	905	00	P	1		245.56	245.56
	326	1956	906	00	P	1			301.12
	326	1956	907	00	P	1			13.42
	326	1956	926	00	P	1		245.56	649.32
			TOT	P1				6.90	6.90
			TOT	N1				252.46 XX	656.22 XX
			XX JOB TOTALS XX				XX		

NE 223 AVE @ HALSEY	CONT NO		& FA PROJ NOS X1	867002 100					STATE
	326	1956	296	00	N	9	Tr. St.	104.13CR	1,510.13CR
	326	1956	298	00	N	9	" Fed	104.13	1,510.13
	326	1956	901	00	P	1	Res. Engr.	100.90CR	108.62
	326	1956	905	00	P	1	Fin. Des.		119.72
	326	1956	911	00	P	1	Signing		733.79
	326	1956	912	00	P	1	Landscape	189.90CR	
	326	1956	915	00	P	1	Audit	177.28	229.33
	326	1956	920	00	P	1	P.M.		45.49

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 715

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326	1956	921	00	P	1 Specs.	8.17CR	512.03
	326	1956	922	00	P	1 Adm. Serv.		11.63
			TOT	P1			121.77CR	1,760.67
			XX JOB TOTALS XX			XX	121.77CRXX	1,760.67 XX

LEFT TURN PHASES CITY WIDE	CONT NO		& FA PROJ NOS M	00C009 100				STATE
	326	1957	294	00	N	1	267.59CR	267.59CR
	326	1957	296	00	N	9		3,835.56CR
	326	1957	298	00	N	9		3,835.56
	326	1957	903	00	P	1		3,760.90
	326	1957	911	00	P	1		422.95
	326	1957	916	00	P	1		206.00
	326	1957	920	00	P	1		84.06
			TOT	P1				4,471.91
			TOT	N1			267.59CR	267.59CR
			XX JOB TOTALS XX			XX	267.59CRXX	4,204.32 XX

BRDPTR RESTRNGNDUTY PORTLAND	CONT NO		FA PROJ NOS PRO	00S048 100				STATE
	326	1958	296	00	N	9	186.96CR	186.96CR
	326	1958	298	00	N	9	186.96	186.96

SPRR XING & 9TH (PORTLAND)	CONT NO	X	FA	PROJ NOS					
	326		1956	296	00	N	9		
	326		1956	298	00	N	9		
	326		1956	901	00	P	1		
	326		1956	901	00	N	1		
	326		1956	905	00	P	1		
	326		1956	906	00	P	1		
	326		1956	907	00	P	1		
	326		1956	920	00	P	1		
				TOT	P1				
				TOT	N1				
				XX JOB TOTALS XX				XX	

											STATE
NE 223 AVE & HASSEY	CONT NO	X	FA	PROJ NOS	XI	867002	100				
	326		1956	236	00	N	9	Tr. St.	104.13CR	1,510.13CR	
	326		1956	236	00	N	9	" Fed	104.13	1,510.13	
	326		1956	901	00	P	1	Res. Engr.	100.98CR	108.62	
	326		1956	905	00	P	1	Fin. Des.		119.72	
	326		1956	911	00	P	1	Signing		733.29	
	326		1956	912	00	P	1	Landscape	159.90CR		
	326		1956	915	00	P	1	Audit	177.28	229.33	
	326		1956	920	00	P	1	P.M.		45.49	

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 715

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326	1956	921	00	P 1	Specs.	8.17CR	512.03
	326	1956	922	00	P 1	Adm. Serv.		11.63
			TOT	P1			121.77CR	1,760.67
			XX JOB TOTALS XX			XX	121.77CRXX	1,760.67 XX

											STATE
LEFT TURN PHASES CITY WIDE	CONT NO	X	FA	PROJ NOS	M	00C009	100				
	326		1957	294	00	N	1		267.59CR	267.59CR	
	326		1957	296	00	N	9			3,835.56CR	
	326		1957	298	00	N	9			3,835.56	
	326		1957	903	00	P	1			3,760.10	
	326		1957	911	00	P	1			422.55	
	326		1957	916	00	P	1			204.00	
	326		1957	920	00	P	1			84.06	
				TOT	P1					4,471.91	
				TOT	N1				267.59CR	267.59CR	
				XX JOB TOTALS XX				XX	267.59CRXX	4,204.32	XX

											STATE
BRDPTR RRXING&NW17 PORTLAND	CONT NO		FA	PROJ NOS	RRO	005048	100				
	326		1958	296	00	N	9		185.96CR	185.96CR	
	326		1958	298	00	N	9		185.96	185.96	

	326	1015	920	00	P	1					15.68	81	81
	326	1015	948	00	P	1					15,561.67		
			TOT	P1									
			** JOB TOTALS **						**	**	15,561.67 **		

NE HALSEY & NE 223RD AVE	CONT NO 8940 & FA PROJ NOS XI- 86 2002 100											STATE	
	326	1016	201	00	P	1	Pay. Cont.		800.00CR		42,409.00	80	82
	326	1016	203	00	P	1	Cr. Liq. Dam.		800.00		200.00CR	80	82
	326	1016	206	00	N	1	Interest				10.56	80	81

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 242

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326	1016	296	00	N	9	Tr. St.	101.66CR	43,565.23CR	79	82
	326	1016	297	00	N	9	" Eq.		6,550.00	79	79
	326	1016	298	00	N	9	" Fed.	101.66	37,015.23	79	82
	326	1016	900	00	P	1	Const. Engr.		427.28	79	81
	326	1016	900	00	N	1	" "		1,079.68	80	80
	326	1016	900	01	P	1	" "		456.42	79	81
	326	1016	900	01	N	1	" "		22	80	80
	326	1016	911	00	P	1	Signing		48.79	81	81
	326	1016	915	00	P	1	Audit	6.40	254.52	81	81
	326	1016	920	00	P	1	P.M.		32.98	79	79
	326	1016	945	00	P	1	Const. Sec.		11.94	81	81
	326	1016	948	00	P	1	Const. Engr.	106.90	106.90	82	82
			TOT	P1				113.30	43,547.33		
			TOT	N1					1,090.45		
			** JOB TOTALS **					113.30 **	44,637.78 **		

N-NEUMAN-WILSY-GRLY-DLHR-67TH	CONT NO 8972 & FA PROJ NOS SOS 601002 42 SOS 601003 52 SOS 601006 06											STATE	
	326	1017	201	00	P	1					47,464.89	79	80
	326	1017	201	00	P	2					56,437.19	79	80
	326	1017	201	00	P	3					5,957.65	79	80
	326	1017	206	00	N	1					86.55	80	80
	326	1017	206	00	N	2					107.16	80	80
	326	1017	206	00	N	3					12.36	80	80
	326	1017	296	00	N	9					15,900.00	80	80
	326	1017	296	00	N	9		33.20CR	112,087.31CR	79	82
	326	1017	298	00	N	9		33.20	96,187.01	79	82
	326	1017	900	00	P	1			1,0[illegible]	79	81
	326	1017	900	00	P	2			123.50	79	81
	326	1017	900	00	P	3			[illegible]	79	81
	326	1017	920	00	P	1			[illegible]	79	81
	326	1017	920	00	P	3			6.00	79	81
	326	1017	940	00	P	1			46.[illegible]	81	81
	326	1017	940	00	P	3			[illegible]	81	81
	326	1017	945	00	P	1		5.23	[illegible]	81	81

	326	1015	920	00	P	1				15.88		81	81
	326	1015	948	00	P	1				15,561.67			
			TOT	P1						15,561.67	**		
			** JOB TOTALS **					**	**				

NE HALSEY & NE 22ND AVE	CONT NO 8940 & FA PROJ NOS XI- 062002 100										STATE		
	326	1016	201	00	P	1	Pay. Cont.		800.00CR	42,909.00		80	82
	326	1016	203	00	P	1	Cr. Liq. Dam.		800.00	200.00CR		80	82
	326	1016	206	00	N	1	Interest			10.55		80	81

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 242

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	326	1016	296	00	N	9	Tr. St.	101.66CR	43,565.23CR	79	82
	326	1016	297	00	N	9	" Ed.		6,550.00	79	79
	326	1016	298	00	N	9	" Fed.	101.66	37,015.23	79	82
	326	1016	900	00	P	1	Const. Engr.		427.78	79	81
	326	1016	900	00	N	1	" "		1,079.68	80	80
	326	1016	900	01	P	1	" "		455.42	79	81
	326	1016	900	01	N	1	" "		22	80	80
	326	1016	911	00	P	1	Signing		48.79	81	81
	326	1016	915	00	P	1	Audit	6.40	254.52	81	81
	326	1016	920	00	P	1	P.M.		32.98	79	79
	326	1016	945	00	P	1	Const. Sec.		11.94	81	81
	326	1016	948	00	P	1	Const. Engr.	106.90	106.90	82	82
			TOT	P1				113.30	43,547.33		
			TOT	N1					1,050.45		
			** JOB TOTALS **					** 113.30 **	44,637.78 **		

N-NEWMAN-ULSY-GRLY-DLHR-67TH	CONT NO 8972 & FA PROJ NOS SOS 601002 42 SOS 601003 52 SOS 601006 06										STATE		
	326	1017	201	00	P	1				42,464.89		79	80
	326	1017	201	00	P	2				56,437.19		79	80
	326	1017	201	00	P	3				5,957.66		79	80
	326	1017	206	00	N	1				86.56		80	80
	326	1017	206	00	N	2				107.16		80	80
	326	1017	206	00	N	3				12.36		80	80
	326	1017	295	00	N	9				15,900.00		80	80
	326	1017	296	00	N	9		33.20CR		112,097.01CR		79	81
	326	1017	298	00	N	9		33.20		96,187.01		79	81
	326	1017	900	00	P	1				860.66		79	81
	326	1017	900	00	P	2				1,070.26		79	81
	326	1017	900	00	P	3				123.50		79	81
	326	1017	920	00	P	1				94.27		79	81
	326	1017	920	00	P	2				5.88		79	81
	326	1017	920	00	P	3				4.54		79	81
	326	1017	940	00	P	1				94.27		79	81
	326	1017	940	00	P	2				5.88		79	81
	326	1017	940	00	P	3				4.54		79	81
	326	1017	945	00	P	1		8.23		8.23		81	81

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	OR CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
			TOT P1		53,473.64	245,484.00		
			TOT N9		53,473.64CR	245,484.00CR		
			** JOB TOTALS **	**	**	**		
SE DUKE-SE CLATSP 72ND AVE	CONT NO		X FA PROJ NOS X1	223001 100			STATE	
	426	1010	598	00 N 9	20.27	57,957.14CR	79	82
	426	1010	903	00 P 1	20.27CR	57,957.14	79	82
			TOT P1		20.27	57,957.14CR		
			TOT N9					
			** JOB TOTALS **	**	**	**		
JOHNSON CRK BR SE 142ND	CONT NO		FA PROJ NOS SOS	601007 100			STATE	
	426	1013	598	00 N 9		5,084.34CR	79	81
	426	1013	903	00 P 1		5,084.34	79	80
			TOT P1			5,084.34		
			TOT N9			5,084.34CR		
			** JOB TOTALS **	**	**	**		
FAIRVIEW TW & HALSEY ST	CONT NO		X FA PROJ NOS X1	867002 100			STATE	
	426	1014	598	00 N 9		3,330.30CR	80	80
	426	1014	903	00 P 1		3,330.30	80	80
			TOT P1			3,330.30		
			TOT N9			3,330.30CR		
			** JOB TOTALS **	**	**	**		
SE MORRISON BR RMP	CONT NO		FA PROJ NOS X1	026010 100			STATE	
	426	1015	598	00 N 1		86	80	81
	426	1015	598	00 N 9		15,642.01CR	80	81
	426	1015	903	00 P 1		15,641.15	80	81
			TOT P1			15,641.15		
			TOT N1			86		
			TOT N9			15,642.01CR		
			** JOB TOTALS **	**	**	**		
SE CRYSTAL SP BLVD 39TH	CONT NO		X FA PROJ NOS X1	699001 100			STATE	
	426	1016	270	02 P 1	1,788.08	1,788.08	82	82
	426	1016	270	03 P 1	1,861.06	1,861.06	82	82
	426	1016	598	00 N 9	582.13	61,851.16CR	80	82
	426	1016	903	00 P 1	4,231.27CR	58,202.02	80	82
			TOT P1		582.13CR	61,851.16		
			TOT N9		582.13	61,851.16CR		
			** JOB TOTALS **	**	**	**		
ROSS ISLAND BR-SE 50TH	CONT NO		FA PROJ NOS X1	024008 100			STATE	
	426	1017	598	00 N 9		15,410.27CR	80	81

002 823 — OREGON STATE HIGHWAY DEPARTMENT — FHWA BILLING VOUCHER — 06/30/82 — PAGE 122

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>326-1901	1	XI -9867-001	172,800.00	238,564.13	236,630.22	85.80	202,992.93	172,800.00	30,192.93 R	
326-1016	1R	XI -9867-002	37,015.23	44,637.78	43,547.33	85.00	37,015.23	37,015.23		
>426-1014	1R	XI -9867-002	3,330.30	3,330.30	3,330.30	100.00	3,330.30	3,330.30		
326-1956	1R	XI -9867-002	1,510.13	1,760.67	1,760.67	85.77	1,510.13	1,510.13		
>426-1914	1R	XI -9867-002	1,762.26	1,762.26	1,762.26	100.00	1,762.26	1,762.26		
		PROJ TOTALS	43,617.92	51,491.01	50,400.56		43,617.92	43,617.92		
226-1905	1	XI -9867-003	283,000.00	195,175.64	190,949.23	85.77	163,772.87	163,481.67		291.20
>426-1012	1	XI -9877-001				100.00				
>426-1929	1	XI -9877-001	25,700.00	25,076.48	25,076.48	100.00	25,076.48	25,076.48		
		PROJ TOTALS	25,700.00	25,076.48	25,076.48		25,076.48	25,076.48		
>426-1011	1	XI -9880-001				100.00				
226-1903	1	XI -9880-001	100,000.00	10,410.93	10,276.69	85.77	8,814.32	8,814.32		
>426-1928	1	XI -9880-001	80,100.00	32,081.58	32,081.58	100.00	32,081.58	32,081.58		
		PROJ TOTALS	180,100.00	42,492.51	42,358.27		40,895.90	40,895.90		
326-1959	1	XI -9891-001	70,000.00	5,675.37	5,531.06	85.77	4,745.70	4,731.78		13.92CR
>426-1930	1	XI -9891-001	44,900.00	29,562.12	29,562.12	100.00	29,562.12	29,562.12		16.08CR
		PROJ TOTALS	114,900.00	35,237.49	35,093.18		34,307.82	34,293.90		
>326-1978	2	XI -9926-001				85.00				
>326-1966	1	XI -9926-002	136,232.00	156,290.80	156,812.88	85.77	133,640.45	133,624.41		16.04
>426-1926	1	XI -9926-002	128,000.00	124,791.19	124,791.19	100.00	124,791.19	124,791.19		16.04
		PROJ TOTALS	264,232.00	281,081.99	280,671.77		258,431.64	258,415.60		
326-1023	1	XI -9926-004	176,100.00	205,469.19	205,469.19	85.00	174,648.81	174,670.25		21.44CR
326-2579	1	XI -9926-005		442.60	66-	85.00	56-		56-A	
>326-2671	1	XI -9926-006	164,900.00	193,272.47	193,272.47	85.00	164,281.60	164,227.10		54.50
326-1024	1	XI -9926-007	232,437.00	239,520.28	239,724.28	85.00	203,765.63	203,748.13		17.50
326-1036	1	XI -9926-007	7,400.00	8,683.94	8,683.94	85.00	7,381.35	7,381.35		
		PROJ TOTALS	239,837.00	248,204.22	248,408.22		211,146.98	211,129.48		17.50
>426-1927	1	XI -9926-008	16,000.00	8,230.77	8,230.77	100.00	8,230.77	8,230.77		
726-1918	1	XI -9926-008	80,200.00	5,007.04	4,881.32	85.00	4,149.11	4,149.11		
		PROJ TOTALS	96,200.00	13,237.81	13,112.09		12,379.88	12,379.88		
326-2569	1	XI -9926-009	172,805.00	51,881.91	51,881.91	85.00	44,099.62	44,089.10		10.52

894e

cc: State (H.S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-9-81

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-9-81	W. N. Bryant, Area Engineer	IX-9867(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2-28-80	10-23-80	110 %	200 C.D.

APPROVED EXTENSIONS	LOCATION
16 C.D.	Intersection of NE. Halsey St. and NE. 223rd Avenue in Multnomah County

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HALSEY ST. @ 223rd AVE. (FAIRVIEW)
HALSEY STREET
Signal

This project provided for the installation of traffic control signals at the intersection of Halsey Street and NE. 223rd Avenue. A contract in the amount of $42,757.50 was awarded Hamilton Electric, Inc., Eugene, Oregon on June 14, 1979. Work began on November 29, 1979 and was completed in reasonably close conformance with the approved plans and specifications on February 28, 1980 at a final cost of $44,198.78, which includes $42,409.00 for bid item work, $454.61 for State Force Work, $1,535.17 for engineering and $200 for liquidated damages.

All conditions noted in the Final Construction Inspection Report, dated May 14, 1980, have been corrected in a satisfactory manner.

RECEIVED
STATE HWY ENGR
FEB 11 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant, Area Engineer — W. N. Bryant		SIGNATURE: Original Signed G. K. Hossner, Field Operations Engineer — G. K. Hossner	
TITLE: Area Engineer	DATE: 2-9-81	TITLE: Field Operations Engineer	DATE: 2-10-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8940

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

11-10-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

#8940

October 29, 1980

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#8940

Gentlemen:

On October 27, 1980, we wrote to you concerning release of final payment on Contract No. 8940 awarded to Hamilton Electric, Inc. for traffic signal installation on N.E. Halsey Street at N.E. 202nd Avenue in the City of Fairview, Multnomah County.

Final payment on this contract is $2,110.45 and the total contract amount is $42,209. No work was performed under force account.

Sincerely,

Robert W. Gronsen
CONSTRUCTION SERVICES

kkr

cc: Hamilton Electric, Inc.
138 West 5th
P. O. Box 709
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8940

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: October 23, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

NOTED
H. S. COULTER

The contractor has completed all work according to specifications and I hereby accept the following contract as of October 23, 1980.

Contract	8940	On Site Work Substantially Completed	February 28, 1980
All Work Completed	September 24, 1980		
Project	Halsey St. @ 223rd Ave. (Fairview)		
Highway	City Street		
County	Multnomah		
Type of Work	Traffic Signal Installation		
Contractor	Hamilton Electric, Inc.		

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8940

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Halsey St. at N.E. 223rd Ave.		WEEK ENDING: 6-14-80
		SECTION PREFIX: 326-1016
HIGHWAY: County road		COUNTY: Multnomah
NAME OF JOB: Halsey St. at 223rd (Fairview)	KIND OF WORK: Traffic signal installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8940	FEDERAL AID PROJECT NUMBER: IX 0967(2)
DATE OF CONTRACT: June 14, 1979	DATE WORK STARTED: 11-29-79	ESTIMATED COMPLETION DATE: 1-11-80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: --	WORK DAYS USED: --
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 220
PROJECT AUTHORIZATION: $ 51,018.34	SPECIFIED COMPLETION DATE: 1-11-80	PERCENT OF TIME ELAPSED: 110%
EXCLUSIVE OF ENGINEERING: $ 42,733.00	ENGINEERING AUTHORIZATION: $ 4,455.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,733.00	ENGINEERING COST TO DATE: $ 5,645.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . %	DATE PROJECT WAS COMPLETED: 4-30-80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
6-8 SUNDAY	Partially cloudy	0		
6-9 MONDAY	Cloudy	0		
6-10 TUESDAY	Cloudy	0		
6-11 WEDNESDAY	Cloudy	0		
6-12 THURSDAY	Showers	0		
6-13 FRIDAY	Rain	0		
6-14 SATURDAY	Cloudy	0		

Kenney
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JUL 7 1980
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

RESIDENT BRIDGE ENGR.
RECEIVED
JUL - 1 1980
JERRY C. STREET

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NONE
MONDAY	NONE
TUESDAY	NONE
WEDNESDAY	NONE
THURSDAY	NONE
FRIDAY	NONE
SATURDAY	NONE

REMARKS

Semifinal estimate was sent Jerry Street on June 10, 1980

This will be the last weekly report.

SIGNED Robert E Johnson LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-PS19

8970

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 - 14 - 80

FEDERAL AID PROJECT NO.: IX-9867(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.:

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR

Gdo | Bryes | 2/D | C/R | Sys | Fit | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-2-79	12-19-79	FAU 9867

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

Fairview Avenue at Halsey St. Sect.

GENERAL DESCRIPTION OF WORK:

Permanent Pavement Striping and stop lines

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN ACCEPTED~~ ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-19-79, as requested in Mr. Keasey's letter of 1-3-80 as being in the public interest for the use of City Forces to proceed with the above work. City Force Order No. 2 is approved for TEC NTE $900 Federal Funds $765.

(No additional obligation of funds required)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-815

S. 8940

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-204		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	7-20-79	Project Number IX-9867(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,500.00	$ ~~54,588.00~~ 46,350.00
Federal funds	$ 3,850.00	$ ~~46,939.00~~
Other revisions		

This modification is made for the following reasons: To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of July, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.W. Hunter

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Conrad
(Division Administrator)

For: G. L. Green

Form FH-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, July 12, 1979

Federal Aid Project
No. IX-9867(2)

N.E. Halsey St. at N.E. 223rd Ave. Section
in Multnomah County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 4,500.00
		Total	$ 4,500.00

Type Code Y031
Traffic Signal (N.E. Halsey St. at N.E. 223rd Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 544.00
Temporary Signs	125 Sq.Ft.	$4.50	562.50
Flagmen	40 Hour	5.00	200.00
Traffic Signal Installation, Complete	All Required		41,451.00
		Total	$42,757.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 900.00
	Subtotal	$43,657.50
	Engineering	430.50
	Engineering (Signal Controller Testing)	900.00
	Total	$49,988.00

Length of Project . . . . . 0.00 Mile

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 4,500.00	$ 3,850.00	$ 650.00
Traffic Signal	49988.00	42,489.00	7,499.00
Total	$54,488.00	$46,339.00	$8,149.00

Group 1	100%
Contract No.	8940
Prefix No.	326-1956
Prefix No.	426-1914
Prefix No.	326-1016

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-10	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 9-22-78	State Oregon County Multnomah Project No. IX-9867 (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fairview Ave. @ Halsey St. (Fairview) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-1-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,500.00	$ 3,850.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Lundstrom

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 22 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon September 18, 1978

Federal Aid Project
No. IX-9867 (2)

Fairview Ave. @ Halsey St. (Fairview) Section
in Multnomah County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$4,500.00
	TOTAL	$4,500.00

Length of Project ---------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 4,500.00	$ 3,850.00	$ 650.00
Retain in Program (Traffic Signals)	41,500.00	35,590.00	5,910.00
TOTAL	$46,000.00	$39,440.00	$6,560.00

Group 1 - 100%
Prefix: 326-1956

#8940 5-2-79

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-9867(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80338

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Hig hway Engineer, ODOT
State of Oregon
Salem, Oregon

RECEIVED
5/16/79
Orig to
Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-79	5-2-79	FAU 9867	City Street

GENERAL LOCATION:

Fairview Ave. at Halsey St. Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS

☒ OTHER (Specify)
Perm/Pavement Striping (SF) $900

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4-30-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed are ase approved at a total estimated cost of $50,000 with Federal participation limited to $42,500.

A signed copy of the Title Sheet is returned herewith.

(Advice #823-10-9-05)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—831-458

8940

May 29, 1979

Multnomah County
2115 S.E. Morrison
Portland, OR 97204

Attn: Oliver Domreis
County Engineer

Gentlemen:

On May 24, 1979 a satisfactory bid was received from Hamilton Electric Inc., 234 W. Fifth Avenue, Eugene, OR 97401 for Traffic Installation on N.E. Halsey Street @ N.E. 223rd Street Section, IX 9867. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$ 42,757.50
Permanent Pavement Striping	900.00
Signal Controller Testing	900.00
4% Contingencies	2,005.09
(10%) Engineering	4,455.75
ESTIMATED TOTAL COST	$ 51,018.34

Rec'd 6/4/79
Informed Jon Rose + Ed Haury

County's Advance Deposit:
15% of $51,018.34 = $7,652.75 or say $7,650.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 15, 1979.

Please make your check for $7,650.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operations Programming Engineer

FH:dmc

bc w/AD#639: Jon Rose, Federal Aid Specialist
Vern Skoog-Please return completed AD#639 when check is received.

8940

Form 81-734-3050

Pxld.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening May 24, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX 9867(2) Highway No. 726 [redacted]

Federal-aid Project Name [redacted] @ Upjohn St. (Fairview)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 25 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8940 4-2-79

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. IX-9867(2)
Project Name Fairview Avenue @ Halsey Street
223rd Avenue

726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

N

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

OR

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

CC: DE Swan
CT Keasey
R. Trygstad

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 20th day of April, 1979

County of MULTNOMAH

Certified By:

Kenneth Rolfe
Region Right of Way Supervisor
Date 4-20-79

Rena Cusma, Director
Multnomah County
Dept. of Environmental Services
2115 SE Morrison St.
Portland, OR.
97214

Rena Cusma
County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

N

8940 3-77

Section N.E. Halsey St. at N.E. 223rd Ave Programming Estimate $ 49,000 IHM

Highway _____ Project Length —

County Multnomah Completion Time 200 cal. days

Kind of Work Traffic Signals

Prefix 326-1956 FA Project No. IX-9867(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 40,785 00

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	$ 900	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		$ 1,800 00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing	$ 900	
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		

	$ 42,585 00
Contingencies (4-1/2%)	1,916 33
Engineering (10 %)	4,258 50
~~SUBTOTAL~~	$
Credit for _____	
Estimated Net Authorization, Construction	$ 48,759 83

APPROVED

_____
Road Design Engineer

Rec'd 4-2-79
2
OK sans Max

PE 8,000

56,759.83

J.

8740

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM Original Signed By D. E. Swan
D. E. Swan
Federal Aid Manager

SUBJECT IX Fund Transfer
Item No. 80338
Project No. IX-9867(2)
Fairview Ave. @ Halsey St.
(Fairview) Section
Multnomah County

We request transfer of Interstate Substitution General Funds for construction of the subject project, as we intend to request PS&E authorization May 2, 1979. This action will involve an estimated total cost of $50,000 with Federal funds in the amount of $42,500.

JLG:dmc
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
[redacted]

8940

October 31, 1978

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS AND AGREEMENTS No. 6739

Dear Mr. Domreis:

Attached for your files is a fully executed copy of an agreement concerning improvement of the S.E. Division Street-S.E. Powell Boulevard Section of S.E. 182nd Avenue in Multnomah County.

Also attached is a fully executed copy of an agreement to signalize the intersection of 223rd Avenue and Halsey Street in Multnomah County.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Don Harwell (agreements attached)

3940

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-1-78

FEDERAL AID PROJECT NO.: IX-9867(2)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80338

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-1-78	FAU 9867	City Street

GENERAL LOCATION:
Fairview Ave. at Halsey St. Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work
  TEC NTE $4,500 - F.F. $3,850
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
As requested in Mr. Swan's letter of July 21, 1978.

NOTED
F. B. KLABOE
9-11

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-1-78	S. K. Hamm	for Division Administrator

FORM PR-1240 (REV. 2-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8940

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 21, 1978

TO: G. L. Green, Division Admn.
Federal Highway Administration

FROM: Original Signed By
D. E. Swan

D. E. Swan
Federal-Aid Manager

SUBJECT: Project Data Submission
Item No. 80338
Project No. IX-9867(2)
Fairview Ave @ Halsey St. (Fairview) Sec.
Multnomah County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work at an estimated cost of $4,500 with an obligation of $3,850 Federal funds.

This project request is based on Governor Straub's letter dated June 26, 1978 to G. L. Green, Division Administrator.

JLG:ecp

Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
[redacted]

No Adv. Dev. Required

V H.

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-01)

7-21-78

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 68	ADT	PRESENT F-8,500 H-4,500	FUTURE (66) N/A	YEAR (70)(71) 98	REGION (72) 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 PE & Traf. Signals 52	NATL. ~~FOREST~~ (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9867	
CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded				COUNTY NAME Multnomah						COD 05 (14)
	NAME OF URBAN AREA 17-31 Portland				ROUTE NO. U	FEDERAL-AID 9867	STATE (32) Street* (36)	(37)	U.S. --		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1	(14-15) (16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.0	4,500	3,850	---	650
5					**ROW**							
5					**CONST** (CODE) TOPICS		"Fairview Ave @ Halsey St (Fairview) Sec"	0.0	41,500	35,590	---	5,910
								0.0	46,000	39,440	---	6,560

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33)

REMARKS

*NE 223rd each side of Fairview St.
F-NE Fairview Ave.
H-NE Halsey St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

7-21-78

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		F-8,500 H-4,500	N/A	98	10	Oregon	41	823	80338

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signals								IX-	9867	(2)		

Interstate Substitutions General Funded

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: [ ] 1 OR [ ] 2

Portland

ROUTE NO. U | FEDERAL-AID: 9867 | STATE: (32) Street* | U.S.: ---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
CS			0.0	4,500	3,850	---	650	Util. adj incl. prep. work as reg.
W								
NST (DE) ICS		"Fairview Ave @ Halsey St (Fairview) Sec"	0.0	41,500	35,590	---	5,910	ROW-40' min.; Access Control-none; Parking Restriction-none.
JLG		PROJECT TOTALS	0.0	46,000	39,440	---	6,560	

VAL DATES

REMARKS

*NE 223rd each side of Fairview St.
F-NE Fairview Ave.
H-NE Halsey St.

-OVER-

USCOMM DUSCOMM-DC 46905-P61

FAIRVIEW AVE @ HALSEY ST (FAIRVIEW) SEC.
PROJECT NO. IX-9867(2)

Note: 1) This

2) Includ
BD 78

Existing Facility: Intersection control consists of an overhead 4-way flashing beacon supplemented by post mounted "Stop" signs.

Adjacent Sections: 20-foot bit surfaced roads with gravel shoulders.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.

2) Install traffic control signals, adjust utilities as required and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Troutdale Airport lies within 2 miles of the project. No conflict with the operation of the airport will result from the proposed work.

FHPM 4-1-4 Requirements: A-95 exempt under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings - - - None required under Oregon Action Plan.

b) Location/Design - - - Not a factor in the development of this project.

Accommodation of Utilities: A State-County agreement will be prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-County agreement will be prepared to comply with Section 116, Title 23, U.S.C.

Note: 1) This project is in Congressional District No. 3.

2) Included in CRAG FY'78 TIP/AE under Board Resolution BD 780304 dated March 23, 1978 from #238 page 107.

f an overhead 4-way
signs.

gravel shoulders.

the following:

g utility preparatory

lities as required
project.

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agreements.

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regon Action Plan.

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ent will be prepared

pared to comply with

8940

July 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the July 18 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway and one request for approval of a project using Interstate Transfer funds withdrawn from the I-305 Freeway.

Portland is requesting a $2,807,000 project to widen and improve a 1.92 mile segment of Macadam Avenue between Bancroft Street and the Sellwood Bridge.

Four requests were received from Multnomah County. (1) An $890,000 project to provide a four-lane section with parking and sidewalks on a 0.85 mile segment of S.E. 182nd Avenue, (2) a $45,000 project to signalize the intersection of 223rd Avenue and Halsey Street, (3) a $1,400,000 project to realign and widen 1.62 miles of Cherry Park Road, and (4) a $2,282,000 project to provide a variable two-four lane section on 223rd Avenue and Towle Road, and replace the existing bridge over Johnson Creek, have been requested.

Salem is requesting a $4,670,000 project to provide a third lane on the Marion Street bridge and construct ramps to connect the Marion and Center Street bridges to Front Street.

Interstate Transfer funds for these projects are estimated at $10,400,620, with Local Government providing all of the required $1,693,380 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

MULTNOMAH COUNTY
Proposed Interstate Transfer Project

223rd Avenue (FAU 9867)
at Halsey Street
Signals, Signing & Striping
$45,000

This project entails all the work and costs to signalize the intersection of 223rd Avenue and Halsey Street.

County will perform the bulk of preliminary and construction engineering.

78-e
7/5/78

COLUMBIA
CLARK COUNTY
MULTNOMAH COUNTY
MCGUIRE
ISLAND
SUNDIAL BEACH
COMPANY
LAKE
PROPOSED
PROJECT
CREEK
AHATA
FAS A662
GRAHAM
TROUTDALE
UNION
PACIFIC
AU 9966
MP 17.01
MP 16.25
FAU 9966
FAU 987
MP 14.57
MP 16.31
FAI 80N
MP 15.78
FAU 9887
FAU 9858
FAIRVIEW
Pop. 1,360
WOOD
VILLAGE
Pop. 2,190
FAIRVIEW
FAU 9880
FAU 9834
FAU 9867
TROUTDALE
Pop. 2,385
TWELVE MILE CORNER
FAU 9810
GRESHAM
Pop. 20,500
FAU 9877
9854

8940

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

DATE: ~~May 31, 1978~~ 7-5-78

Attn: D. H. MOEHRING, Head
Project Management Section
G. W. Wimer

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

SUBJECT: Project Request, E(4) Transfer Funds
Sandy Blvd. & Halsey St. Signals
Fairview Ave., Multnomah County
Planning File No. 78-8

Attached is a request packet for two signal installations in Multnomah County. The project is not included in the six-year program. The project is included in CRAG Resolution 780304. The packet contains:

1. Authority for Survey TO TERPIN 6-15-78
2. Federal Aid Project Request
3. Project Information Sheet
4. Copy of CRAG Resolution BD 780304
5. Traffic investigation study at each intersection

The project comes under the Statewide Safety Assessment.

MI:ja
Attachments
cc: F. E. Terpin
Technical Services Unit (6)

CC w/AH: Buz Swan
6-15-78

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON: ☐
LGE ☑ FAE ☐ OPE ☐
JUN 16 1978
File: PM FA
TAA Zahner LG OP

7-5-78
Talked w/Max Klotz re: Signal warrants for Sandy Blvd. He is notifying Co. that intersection is not warranted. We will process only Halsey St. Signal.

I 8740

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Fairview @
Sandy +
Halsey

June 23, 1978

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor:

The Columbia Region Association of Governments approved a resolution (copy enclosed for your information) covering the use of Mt. Hood Freeway Interstate transfer funds for three street construction projects in the Portland area. I recommend your concurrence in this resolution.

Enclosed is a draft of a letter to Glen Green, Division Administrator of the Federal Highway Administration. I will forward the necessary programming documents to the Federal Highway Administration.

Sincerely,

Robert A. Burco
Director of Transportation

Enclosure

cc: Columbia Region Association
of Governments w/enc.

DES:dmc jv

bc: F. B. Klaboe
Dave Moehring
Bob Bothman
Jim Hunter

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JUN 26 '78
REFER TO
FOR
Info | Issues | A/D | D/R | Sign | Act | File

bc: Ed B. Klaboe
Dave Moehring
Bob Bothman
Jim Hunter

June 26, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use Interstate Transfer funds for three highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Federal Funds	Local Matching Funds
SE Division St.-SE Powell Blvd., SE 182nd Ave.	P.E., R/W & Constr.	$ 763,000	$127,000
NE 242nd St.-Troutdale Rd. Cherry Park Rd.	P.E., R/W & Constr.	$1,200,000	$200,000
Fairview Ave. @ NE Sandy Blvd. & NE Halsey St.	P.E. & Constr.	$ 77,000	$ 13,000

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Governor

RMS:scv
cc: Columbia Region Assn. of Governments

AHP0001 2

Form E-39 (Rev. 9-71)

8940

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Planning File No. 78-8

SAME

Location 223rd Ave. @ ~~Sandy Boulevard~~ Halsey Street Signals

Date June 6, 1978

Highway Fairview Avenue (N.E. 223rd Avenue) FAU 9867

Authorization No. 1

County Multnomah

Survey Prefix 326-1956 (Assigned by Salem office)

Description of termini, route, length, etc.:

~~Intersection of Northeast Sandy Boulevard and Fairview Avenue is located 500 feet north of I-80N on Northeast 223rd Avenue.~~

Intersection of Northeast Halsey Street and Fairview Avenue is located 0.47 mile south of I-80N on Northeast 223rd Avenue.

Proposed:

Provide 2-phase, traffic actuated signal~~s at two intersections~~.

Purpose of survey:

County to perform field engineering, prepare plans, specifications, and estimate.

State to monitor PE, review plans, and complete PS&E.

IX-9867(2)
9-1-78

E4 Transfer Funds
Category III NM

		Estimate of Cost
Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	7,200
Consultant	(904)	
Final Design	(905)	200
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	200
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	200
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$8,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	N
Total all authorizations approved (Salem)	

Requests made by:

R. T. Ewen, METRO ~~Location~~ Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

E N R

8940

DEPARTMENT OF TRANSPORTATION
Metropolitan Branch
Proposed Traffic Signal
N.E. Halsey St. @ N.E. Fairview Ave.
City of Fairview
May, 1978

RECOMMENDATION:

As a result of this investigation, it is recommended that the request for a traffic signal at the intersection of Northeast Halsey Street and Northeast Fairview Avenue in the City of Fairview be approved.

HISTORICAL BACKGROUND:

This investigation and report is in response to a request from Multnomah County submitted in behalf of the East County Transportation Committee.

INVESTIGATION:

Both Northeast Halsey Street and Northeast Fairview Avenue are two-lane arterials in the City of Fairview. They intersect at right angles and existing traffic control consists of an overhead four-way flashing beacon supplemented by post mounted "Stop" signs. The only roadside development consists of a service station in the southwest quadrant and a mini-market in the southeast quadrant. The Multnomah Kennel Club is located a short distance south of Northeast Halsey Street on Northeast Fairview Avenue. The 1978 average daily traffic on Northeast Halsey Street and Northeast Fairview Avenue is 4,500 and 8,500 vehicles, respectively. The dog racing season at MKC runs throughout the summer months and during this time, traffic volumes are higher. The attached photographs show physical conditions at this intersection.

During the period from January 1, 1975 to December 31, 1977, there were 10 reported accidents at this point. There were seven persons injured, none fatally. In the past 12 months, there were three accidents which might have been prevented by traffic signals.

Hourly traffic counts on all approaches to this intersection were taken in May, 1978. These data were compared with the traffic signal warrants and, as shown in the attachment, it was found that while none of the minimum warrants were met, volumes are so close to the minimum required that they can be anticipated to exceed the minimum within a very short time.

The estimated cost of a two-phase traffic actuated signal is $45,000 and the County proposes to finance the installation, if approved, with E4 transfer funds.

In view of existing traffic conditions and the fact that they are worse during the four month dog racing season, it is recommended that the request for a traffic signal at this location be approved.

DLP:ja
ODOT
Attachment

TYPICAL VIEWS

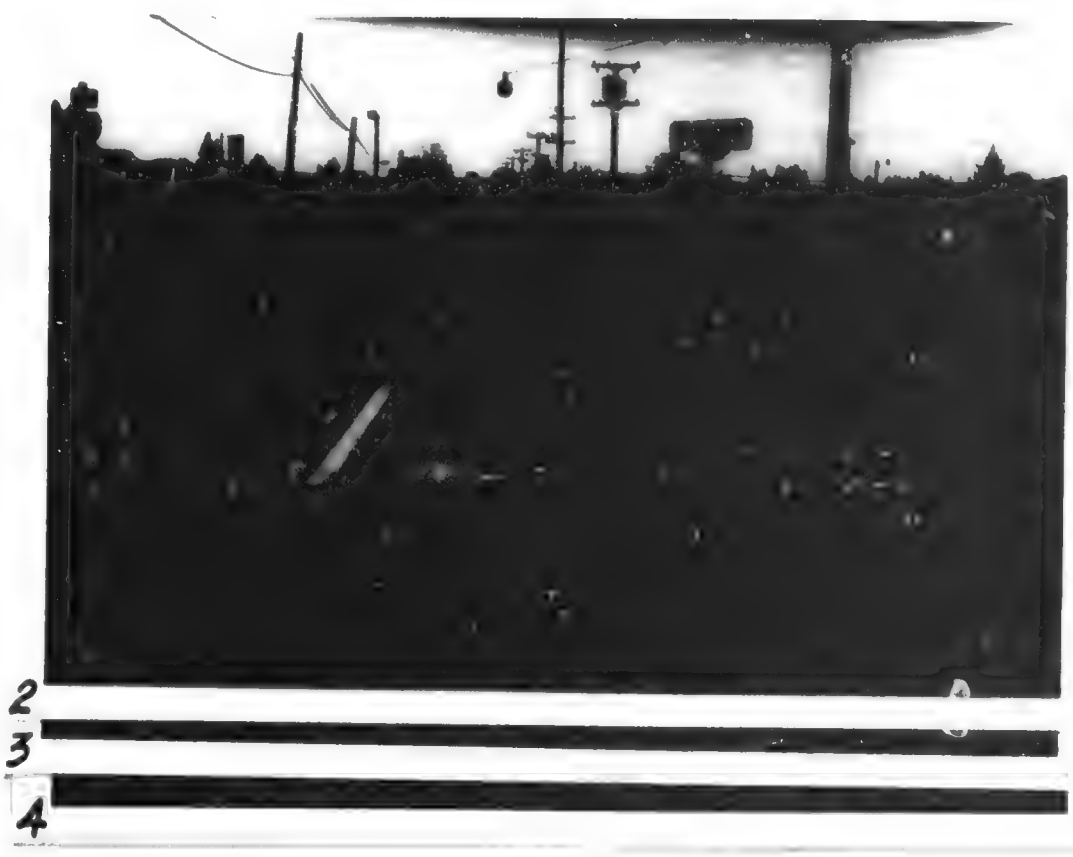
N.E. Fairview Avenue at N.E. Halsey Street

1. Looking north on N.E. Fairview Avenue from 100 feet south of N.E. Halsey Street

2. Looking south on N.E. Fairview Avenue from 100 feet north of N.E. Halsey Street.

3. Looking east on N.E. Halsey Street from 100 feet west of N.E. Fairview Avenue.

4. Looking west on N.E. Halsey Street from 100 feet east of N.E. Fairview Avenue.



2
3
4

TYPICAL VIEWS

N.E. Fairview Avenue at N.E. Halsey Street

1. Looking north on N.E. Fairview Avenue from 100 feet south of N.E. Halsey Street

2. Looking south on N.E. Fairview Avenue from 100 feet north of N.E. Halsey Street.

3. Looking east on N.E. Halsey Street from 100 feet west of N.E. Fairview Avenue.

4. Looking west on N.E. Halsey Street from 100 feet east of N.E. Fairview Avenue.

TYPICAL VIEWS

N.E. Fairview Avenue at N.E. Halsey Street

1. Looking north on N.E. Fairview Avenue from 100 feet south of N.E. Halsey Street

2. Looking south on N.E. Fairview Avenue from 100 feet north of N.E. Halsey Street.

3. Looking east on N.E. Halsey Street from 100 feet west of N.E. Fairview Avenue.

4. Looking west on N.E. Halsey Street from 100 feet east of N.E. Fairview Avenue.

4

TYPICAL VIEWS

N.E. Fairview Avenue at N.E. Halsey Street

1. Looking north on N.E. Fairview Avenue from 100 feet south of N.E. Halsey Street

2. Looking south on N.E. Fairview Avenue from 100 feet north of N.E. Halsey Street.

3. Looking east on N.E. Halsey Street from 100 feet west of N.E. Fairview Avenue.

4. Looking west on N.E. Halsey Street from 100 feet east of N.E. Fairview Avenue.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

N.E. FAIRVIEW AVE (223rd) @ N.E. HALSEY ST. – MULT. COUNTY

MAY, 1978

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	716	704	694	685	536	492	475	467
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	287	289	150	313	202	220	90	168
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)			LESS THAN 150/HR					

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	500	5
Minor Street	150	1
2. Interruption of Continuous Traffic:		
Major Street	750	0
Minor Street	75	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	NA	
Pedestrian Volume		
4. Accident Experience:		
Preventable Accidents (last 12 months)	3	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	N.A	
Minimum Warrant	800	

Date of Traffic Count MAY 11 & 12, 1978

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

* standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

TRAFFIC - COUNT - TAB

Date: May 11, 12, 1978

Day: Thurs & Frid

Weather:

Temperature: H-60 L-40

N.E. 233rd Ave.

South of Halsey Street

Direc. Time	EL-NB							
A.M. 7-8		483						
8-9		240						
9-10		198						
10-11	90	103						
11-12	222							
P.M. 12-1	247							
1-2	258							
2-3	313							
3-4	317							
4-5	291							
5-6	316							
6-7	235							
7-8	264							
8-9	211							
9-10	217							
10-11	106							
11-12	53							
A.M. 12-1	19							
1-2	13							
2-3	7							
3-4	5							
4-5	20							
5-6	41							
6-7	380							
TOTAL	3625	1024						
GRAND TOTAL	4649							

TRAFFIC - COUNT - TAB

Date: May 11, 12, 1978

Day: Thurs & Frid

Weather:

Temperature: H-60 L-40

N.E. 223rd Ave.

North of Halsey Street

Direc. Time	WL-SB							
A.M. 7-8		211						
8-9		156						
9-10		163						
10-11	76	96						
11-12	187							
P.M. 12-1	220							
1-2	161							
2-3	223							
3-4	368							
4-5	425							
5-6	388							
6-7	257							
7-8	178							
8-9	212							
9-10	166							
10-11	67							
11-12	55							
A.M. 12-1	45							
1-2	13							
2-3	7							
3-4	8							
4-5	6							
5-6	19							
6-7	95							
TOTAL	3176	626						
GRAND TOTAL	3802							

TRAFFIC - COUNT - TAB

Date: May 11, 12, 1978

Day: Thurs. & Frid.

Weather:

Temperature: H-6- L-40

N.E. Halsey St.

East of 223rd Ave.

Direc. Time	NL-WB							
A.M. 7-8		150						
8-9		138						
9-10		148						
10-11	34	115						
11-12	161							
P.M. 12-1	168							
1-2	142							
2-3	202							
3-4	313							
4-5	287							
5-6	289							
6-7	220							
7-8	169							
8-9	158							
9-10	118							
10-11	60							
11-12	43							
A.M. 12-1	36							
1-2	13							
2-3	9							
3-4	5							
4-5	2							
5-6	19							
6-7	90							
TOTAL	2538	551						
GRAND TOTAL	3089							

TRAFFIC - C[illegible]NT - TAB

Date: May 11, 12, 1978

Day: Thurs. & Frid

Weather: _____

Temperature: H-60 L-40

N.E. Halsey St.

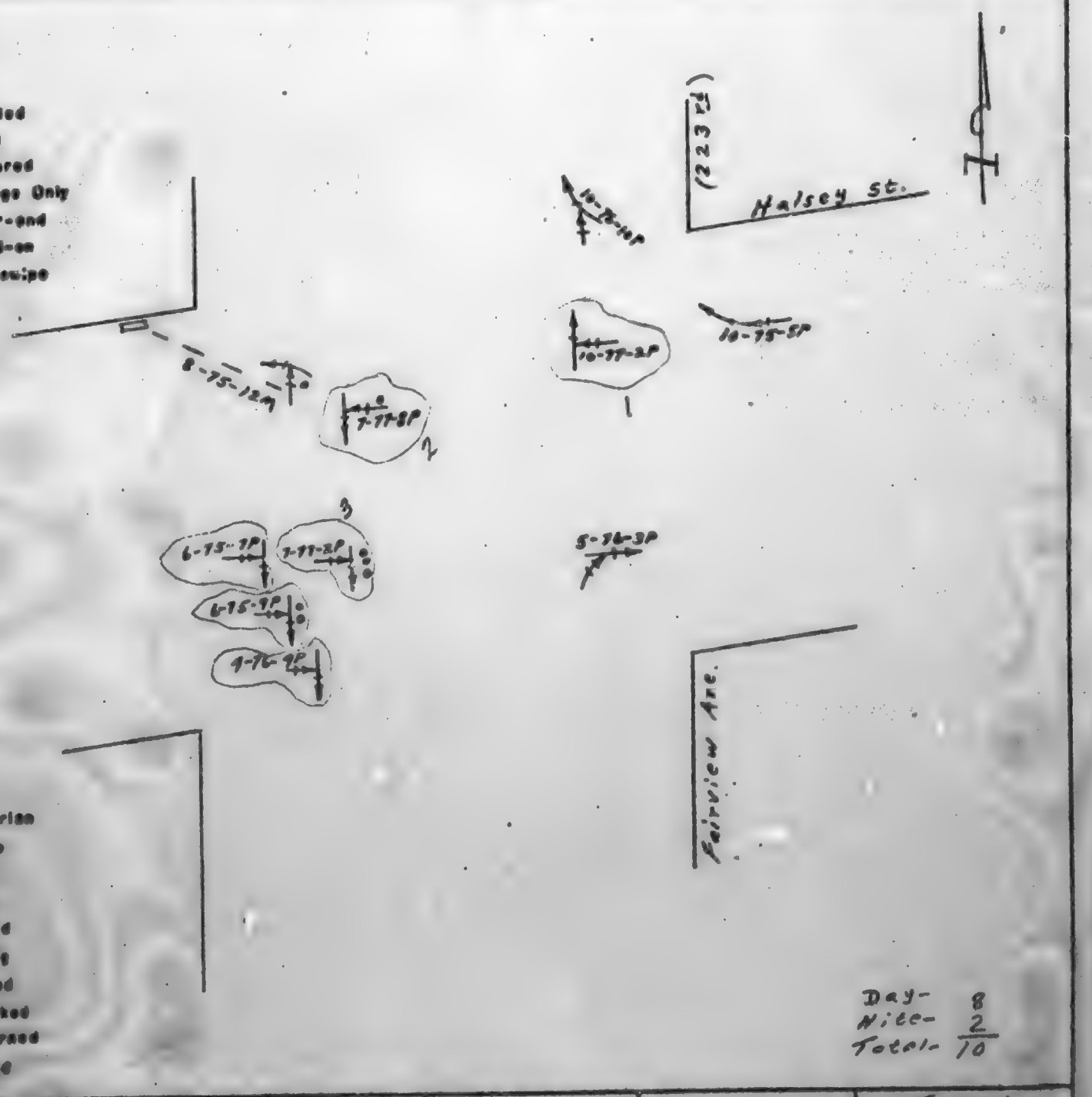
West of 223rd Ave.

Direc. Time	SL-EB	
A.M. 7-8		62
8-9		58
9-10		76
10-11	27	45
11-12	93	
P.M. 12-1	81	
1-2	85	
2-3	93	
3-4	124	
4-5	118	
5-6	120	
6-7	75	
7-8	80	
8-9	57	
9-10	46	
10-11	31	
11-12	26	
A.M. 12-1	10	
1-2	6	
2-3	4	
3-4	9	
4-5	5	
5-6	13	
6-7	39	
TOTAL	1142	241
GRAND TOTAL	1383	

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Fairview County Multnomah
Intersection of Fairview Ave and Halsey St.
Highway Number
Period Covered 1-1-75 12-31-77
Compiled by DK Drawn by Date 5-17-78

LEGEND
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Day- 8
Nite- 2
Total- 10

Collision Type	1975				1976				1977								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	1	2			1	1		2	1	3						3	3	6
Head-on																				
Rear-end			1	1															1	1
Sideswipe																				
Turning Movement		1		1			2	2										1	2	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	2	4			3	3		2	1	3						4	6	10

Form E-2R1-6-70

8940

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 23, 1978

Section _____

Unit (if appl) _____

County Multnomah

City _____

Highway Fairview Ave. at Halsey St. &

State Hwy. No. _____

Termini: M.P.(if appl) ~~at Sandy Blvd.~~ _____

Length signals only

Region _____

Construction Estimate $90,000
Program Amount

B. Purpose of Project: To improve traffic flow at the intersections of Fairview Ave. at Halsey St. and Fairview Ave. at Sandy Blvd. and to provide gaps in the traffic on Fairview Avenue that would allow traffic from side streets to enter Fairview Avenue safely. Actuated signals would allow flexibility in the cycle lengths during peak hours and during the dog racing season.

C. Origin & History of Project: The main access to the built up area of the City of Fairview is Fairview Avenue. During peak hours and during the dog racing season, the unbroken stream of traffic on Fairview Avenue makes access for Fairview residents difficult and hazardous.

D. General Description of Project: Install traffic signals at the intersections of Fairview Avenue at Halsey Street and Fairview Avenue at Sandy Blvd.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. ____ ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. ____ ; Parking No

Traffic: Existing Facility: Existing ADT See below ; Projected ADT Same as below ; Yr. ____

Existing Level of Service -

Proposed Facility: Projected ADT Fairview 6800, Halsey 11,300 Sandy 3100 ; Yr. 1990 I.T.P.

Projected Level of Service -

Existing ADT: Fairview Ave. 5624
Sandy Blvd. 3700
Halsey St. 7174

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project: Selected by East County Transportation Committee

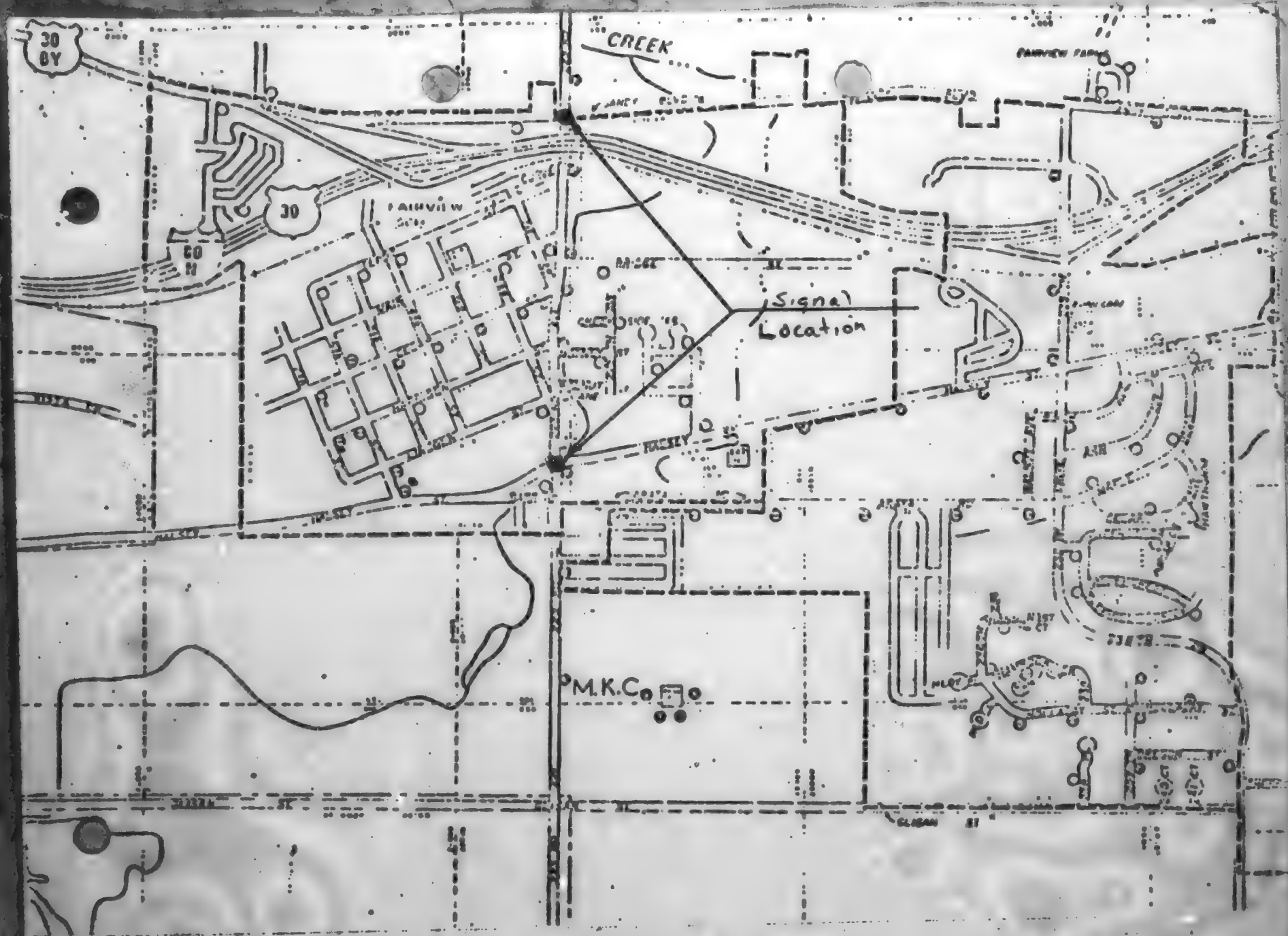
FHWA and/or OSHD approvals given, if any: None

Location or Design Alternatives (identify and describe):

1. No Build.
2. Signalization.

Other Descriptive Information or Comments:

(Attach project sketch map.)



N.E. 223RD AVENUE

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Fairview Avenue is a County maintained road that serves as the north-south arterial through the center of the City of Fairview. Halsey Street is also a County maintained road and is the main east-west arterial through the City. Sandy Blvd. is a secondary State Highway that runs east and west at the north edge of the City.

2. Cultural: The City of Fairview is a suburban community located in East Multnomah County directly west and adjacent to the City of Wood Village. The Multnomah Kennel Club, which attracts racing fans during the dog racing season is located on Fairview Avenue just south of the built up area of the City.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No additional right-of-way required.

2. Estimated Impact on Traffic Patterns: None

Consequences--Air Quality, Noise, Safety, etc.: None

3. Estimated Impact on Land Use: None

Consequences:

4. Expected Impact on Natural Ecological Resources: None

Consequences:

5. Expected Impact on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None

8. Potential for Consistency of Proposal With: Consistent

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

DCL

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

Form (1)10-75.

FORM D

RECOMMENDATION TO THE
OREGON DEPARTMENT OF TRANSPORTATION

PROJECT (HWY) NAME: Fairview Avenue Traffic Signals at

PROJECT TERMINI: Halsey St. and at Sandy Blvd.

DESCRIPTION OF CURRENT PROBLEM: The main access to the built up area of the City of Fairview is Fairview Avenue. During peak hours and during the dog racing season at the Multnomah Kennel Club, which is located adjacent to Fairview Avenue, the unbroken stream of traffic makes access onto Fairview Avenue difficult and hazardous for City residents.

RECOMMENDED CORRECTIVE ACTION: The East County Transportation Committee has recommended the installation of two traffic signals, one at the intersection of Sandy Blvd. and Fairview Avenue, and one at the intersection of Fairview Avenue and Halsey Street.

SUBMITTED BY (JURISDICTION) Multnomah County, Oregon

PROJECT DESCRIPTION:
RESPONSIBILITY (AGENCY) Multnomah County, Oregon
LIMITS Signals Only
LENGTH Intersections
DESCRIPTION Install traffic signals on Fairview Avenue at Sandy Blvd. and at Halsey Street.

PROJECT INFORMATION FORM
TRANSPORTATION IMPROVEMENT PROGRAM
PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT NAME: Fairview Ave. Traffic Signals at Halsey St. and at Sandy Blvd.
I.D. #
APPLICANT Multnomah County, Oregon

SCHEDULE:
TO ODOT ____ EIS OK'D ____
PE O'KD ____ BID LET ____
CAT'GY ____ COMPLT ____
HEARING ____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:
LONG RANGE ELEMENT ____. TSM ELEMENT ____

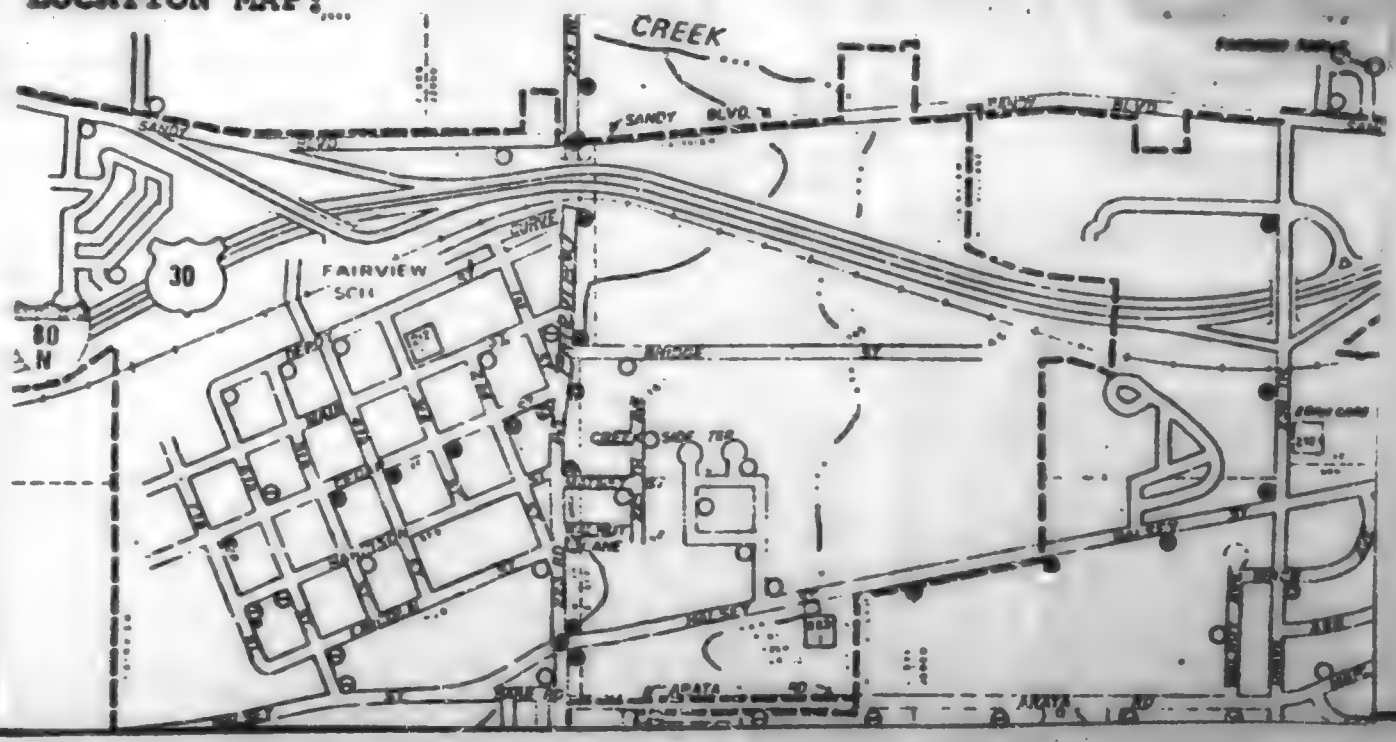
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 77	FY 78	FY 79	FY 80	FY 81	TOTAL
TOTAL	$	90,000				
FEDERAL	$	77,400				
STATE	$					
LOCAL	$	12,600				
	$					
	$					

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIMINARY ENGRG	$ 8,000
CONSTRUCTION	80,000
RIGHT OF WAY	0
TRAFFIC CONTROL	2,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	0
STRUCTURES	0
RAILROAD CROSSINGS	0
TOTAL	$ 90,000

LOCATION MAP:



SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND)
FAUS (OREGON REGION)
FAUS (WASH REGION)
UMTA CAPITAL
UMTA OPRTG
INTERSTATE
FED AID PRIMARY
INTERSTATE SUBSTITUTION
E-4 Transfer Funds 86%

NON-FEDERAL (MATCH)
STATE
LOCAL 14%

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS
FY 1977-78 IMPLEMENTATION SCHEDULE
TRANSPORTATION IMPROVEMENT PROGRAM

ACTIVITY	MAY	JUN	JUL	AUG	SEP	OCT
	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27	3 10 17 24	1 8 15 22 29
FY 1977 TIP TO TTAC	△					
FY 1977 HEARING/BD ADOPTION	△					
FY 1978 TIP SOLICITATION	△					
CANDIDATE PROJECTS RECEIVED BY CRAG		△				
REVIEW BY TECHNICAL COMMITTEE	△	———				
STAFF EVALUATION & RECOMMENDATIONS	△	———				
REVIEW BY TECHNICAL COMMITTEE - FINAL		△	△			
BD CONSIDERATION OF PRELIMINARY FY 1978 TIP			△			
STATE INCORPORTATION OF PRELIMINARY TIP			△			
HOLD HEARINGS				△	△	
REVISE AS NECESSARY				△	△	
FINAL BOARD APPROVALS					△	
FINALIZE/PUBLISH REPORT					———	

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Sandy Blvd. and Halsey St. Signals Date May 31, 1978

Highway Fairview Ave. County Multnomah

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? Yes name Troutdale
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? No
pavement width 20 feet

Structures: MP description
None

Signals: location N/A

Descriptions of adjacent sections N/A

end:
end:

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND METROPOLITAN

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Multnomah County
LIMITS Signals @ Halsey St & Sandy Blvd LENGTH N/A
DESCRIPTION Install two traffic signals - one at the intersection of Sandy Blvd and Fairview Ave, and one at the intersection of Fairview Ave and Halsey St

PE & Const

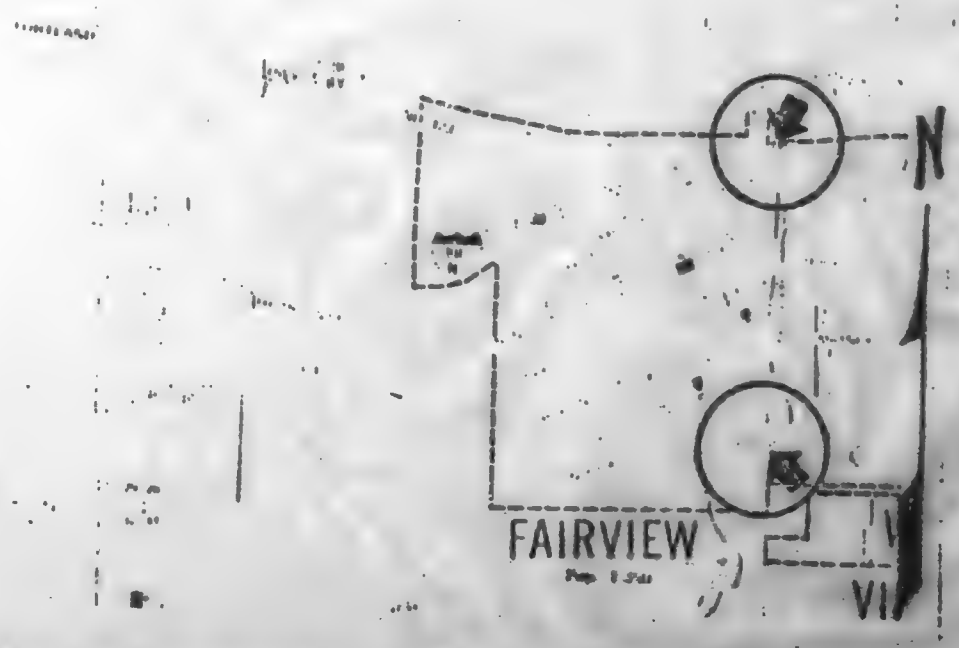
PE & Const

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	90					90
FEDERAL	78					78
STATE						
LOCAL	12					12

LOCATION MAP



PROJECT NAME Fairview Ave Signalization
ID No FAU 9867
APPLICANT Multnomah Co
New 3/23/6 BD 780304

SCHEDULE

TO ODOT _____
PE OK'D _____ EIS OK'D _____
CAT'Y _____ BID LET _____
HEARING _____ COMPL'T _____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 8,000
CONSTRUCTION	
RIGHT OF WAY	
TRAFFIC CONTROL	2,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
Signal Const	80,000
TOTAL	$ 90,000

SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND) ____
FAUS (OREGON REGION) ____
FAUS (WASH REGION) ____
UMTA CAPITAL ____ *UMTA OPRTG* ____
INTERSTATE ____
FED AID PRIMARY ____
INTERSTATE SUBSTITUTION 86
_____ ____

NON FEDERAL
STATE ____ *LOCAL* 14
_____ ____

9410

FEDERAL AID PROJECT REQUEST

Date January 23, 1978

Applicant Agency Multnomah County, Oregon

Request for: Off-System ____, FAS-C ____, FAUS ____ Project E-4 Transfer Funds

Federal Aid Route No. FAU9867 Route Name ____

Project Name Fairview Ave. at ~~Sandy Blvd. and~~ Halsey St.
Traffic Signals

Project Length Intersections Only Project Location (Attach sketch map)

Project Description Install traffic signals on Fairview Avenue at Sandy Blvd. and at Halsey St.

Average Daily Traffic 5,624, Fairview Ave; ~~1700, Sandy Blvd;~~ 7174, Halsey Design Speed Fairview posted 35 MPH
Halsey posted 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. paved Travel Lanes two Shoulders gravel
Medians None Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks Signals only, no change in road

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Signals only, no change in right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Warning flasher at Halsey Street
Warning flasher at Sandy Blvd.

2. Proposed Signalization:

Location On Fairview Ave. at Halsey St. ~~and at Sandy Blvd~~.

Type Traffic actuated

Phases Two, phases

Type of Suspension Span wire

Interconnected No

Remarks

3. Permanent Signing:

Include in project or by applicant? include in project

4. Permanent Striping:

Include in project or by applicant? include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

   Name of Railroad_____
   Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Multnomah County, Dept. of Environmental Services Office
2. Environmental — " " " " " " Office
3. Public Hearing — " " " " " " Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0
Right-of-way costs (if participating)	0
Traffic control	~~2,000~~ 1,200
Illumination	0
Structures	0
Railroad	0
Other Traffic Signals (construction)	~~30,000~~ 55,000
Preliminary engineering and Inspection	~~3,000~~ 5,000
PROJECT TOTAL	$ ~~90,000~~ #61,200

Remarks: _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Multnomah COUNTY, OR.

By _____ By [signature]

By _____ By _____

By _____

1979 Beaver Cr. Bridge 8941
Sec., Powers Hwy. N. of
Powers. (Gr, pave. st.)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: February 27, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Termination
Project No. RS-206(10)
Broadbent-Powers Section
Powers Highway
Coos County

I request your approval to terminate the subject project and claim participation for incurred preliminary engineering costs of approximately $232,945.48. This project was approved and authorization given on August 12, 1975 for Phase I work and PS&E preparation was authorized on August 2, 1979 concurrent with approval of the Final Negative Declaration.

There have been two construction projects, RS-105(2) and RS-105(4), contracted as a result of the preliminary engineering work. However, no further construction work is approved in the current Six Year Highway Improvement Program.

A review of the accounting records indicate that no changes have been made for the last couple years. Therefore, we feel the preliminary engineering project should be closed out at this time.

Upon receipt of your approval to terminate the project, I will request the Accounting Section to submit a final voucher.

CPL:me
cc: R. Pool
J. Peterson
General Files

Form 734-0122

#8941.

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 8941

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-105(2)	Coos	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved (1) construction of roadbed grading, aggregate base, and asphalt concrete pavement, and (2) construction of Bridge No. 3247A over Beaver Creek. The bridge is 68.0 feet long and has a roadway width of 32.0 feet.

Work was completed July 15, 1980, on the Beaver Creek bridge section of the Myrtle Point-Powers Highway approximately 5 miles north of Powers.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ross Brothers Construction, Inc.	$ 165,958.00

RECEIVED STATE HWY ENGR MAR 18 '81 REFER TO Procurement FOR

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) _____ CWW 3-18-81

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.048	36	X080	0.013

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY: W. N. Bryant, Area Engineer

11. DATE OF INSPECTION: 3-10-81

12. IN COMPANY WITH: Gene Ash, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE: W N Bryant W. N. Bryant

14. TITLE: Area Engineer

15. DATE: 3-16-81

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer G K Hossner

17. TITLE: Field Operations Engineer

18. DATE: 3-16-81

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

89411

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-109		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER 2	10-10-80	Project Number RS-105(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 , 1979 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 200,394.00	$ 213,512.00
Federal funds	$ 176,546.00	$ 188,103.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid item costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of October , 1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form FHS-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 9, 1980

Federal Aid Project
No. RS-105(2)

BEAVER CREEK BRIDGE
POWERS HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 512+25 to Sta. 513+46) (Sta. 514+14 to Sta. 515+45)

Subtotal of previous estimate of June 1, 1979 $ 80,423.00

Previous Estimate

Embankment in Place	205 Cu. Yd.	9.00	$ 1,845.00
Aggregate Base	550 Cu. Yd.	11.00	6,050.00
Class "B" Asphaltic Concrete	365 Ton	48.00	17,520.00
			$ 25,415.00

Revised Estimate

Embankment in Place	317.9 Cu. Yd.	9.00	$ 2,861.10
Aggregate Base	646.7 Cu. Yd.	11.00	7,113.70
Class "B" Asphaltic Concrete	434.25 Cu. Yd.	48.00	20,844.00
			$ 30,818.80

Increase	5,403.80
SUBTOTAL	85,826.80
Engineering	12,073.20
Engineering (Sig. Cont. Testing)	800.00
TOTAL	$98,700.00

Type Code X080
Structure (Bridge #3247A) (Sta. 513+43 to Sta. 514+11)

Subtotal of previous estimate of June 1, 1979 $97,365.00

Previous Estimate

Structure Excavation	30 Cu. Yd.	30.00	$ 900.00
			$ 900.00

Revised Estimate

Structure Excavation	103.45 Cu. Yd.	30.00	$ 3,103.80
Extra Work on Hand Rail(P.A.#3)			268.00
			$ 3,371.80
		Increase	$ 2,471.80
		SUBTOTAL	$ 99,836.80
		Engineering	14,975.20
			$114,812.00

Length of Roadway ---------- 0.048 miles
Length of Structure -------- 0.013 miles
TOTAL LENGTH 0.061 miles

Cost of Roadway per mile ---$2,056,250.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 98,700.00	$ 86,954.00	$ 11,746.00
Structure	114,812.00	101,149.00	13,663.00
TOTAL	$213,512.00	$188,103.00	$ 25,409.00

Group 1 100%
Contract No. 8941
Prefix 106-1903
Prefix 106-1063
Prorata 88.1%

8941

State

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	18 Oregon
MONTHLY TRANSACTION NUMBER 4-124		
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER 1	4-3-80	Project Number RS-105(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 14 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 190,064.00	$ 200,394.00
Federal funds	$ 167,445.00	$ 176,546.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of April , 19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

XBy For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Greep

Form FR-2A
(Rev. 10-78)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 28, 1980

Federal Aid Project
No. RS-105(2)

Beaver Creek Bridge
Powers Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 512+25 to Sta. 513+46) (Sta. 514+14 to Sta. 515+45)

Subtotal of previous estimate of June 1, 1979			$70,093.00
Additonal Items			
Signal Head @ Hayes (P.A. #1)	All Required		$ 976.35
Construct Gabion Wall (P.A. #2)	69 Cu. yd.	118.00	8,142.00
Slope Protection (E.W.O. #1)	All Required		1,211.65
			$10,330.00
Increase			$10,330.00
Subtotal			80,423.00
Engineering			8,662.00
Engineering (Sig. Const. Testing)			800.00
TOTAL			$89,885.00

Type Code X080
Structure (Bridge #3247A) (Sta. 513+43 to Sta. 514+11)

Total the same as previous estimate of June 1, 1979	$110,509.00
Length of roadway - - - - - - - - - - - - - - - -	0.048 miles
Length of structure - - - - - - - - - - - - - - - -	0.013 miles
Total Length	0.061 miles
Cost of Roadway per mile - - - - - - - - - - - -	-$1,872,604.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 89,885.00	$ 79,188.00	$ 10,697.00
Structure	110,509.00	97,358.00	13,151.00
TOTAL	$200,394.00	$176,546.00	$ 23,848.00

Group 1-100%
Contract No. 8941
Prefix- 106-1903
Prefix- 106-1063
Prorata 88.1%

8941

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-147	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-14-79	Oregon County Coos Project No. RS-106(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 5.96 mi. N. of Powers
Beaver Creek Bridge Sec.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-79	0.061
OTHER *(Specify)*		

FUNDS Pre Mats 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 190,064.00	$ 167,446.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Hunter
Assistant State Highway Engineer
(Title)

By For: H. S. Coulter
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: R. L. Green

Date executed by Division Administrator JUN 14 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115, as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 1, 1979

Federal-Aid Project
No. RS-105(2)

BEAVER CREEK BRIDGE
POWERS HIGHWAY
COOS COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 512+25 to Sta. 513+46) (Sta. 514+14 to Sta. 515+45)

Mobilization	All Required		$ 17,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	134 Sq.Ft.	6.00	804.00
Temporary Barricades	4 Each	110.00	440.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	10.00	500.00
Temporary Traffic Signal	1 Each	9,100.00	9,100.00
Temporary Plastic Safety Markers	15 Each	100.00	1,500.00
Flagmen	600 Hour	1.00	600.00
Temporary Bridge Rail, Reflectorized	68 Lin.Ft.	40.00	2,720.00
Embankment in Place	205 Cu.Yd.	9.00	1,845.00
Finishing Roadbed and Slopes	All Required		2,500.00
Aggregate Base	550 Cu.Yd.	11.00	6,050.00
Class "B" Asphalt Concrete	365 Ton	48.00	17,520.00
12-inch Culvert Pipe	72 Lin.Ft.	12.00	864.00
Guard Rail, Type 2A	200 Lin.Ft.	20.00	4,000.00
Guard Rail Anchors, Type 1	2 Each	500.00	1,000.00
Rail End Pieces, Type B	2 Each	80.00	160.00
Rail End Pieces, Type C	2 Each	150.00	300.00
Extra for Asphalt Approaches	3 Each	230.00	690.00
			$ 68,593.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00
Work by General Tel. Co. of N.W.	All Required	500.00
Roadside Seeding and Mulching	All Required	500.00
		$ 1,500.00

Subtotal	$ 70,093.00
Engineering	8,662.00
Engineering (Sig. Cont. Testing)	800.00
Total	$ 79,555.00

Oregon State Highway Division
Salem, Oregon, June 1, 1979

Federal-Aid Project
No. RS-105(2)

Type Code X080
Structure (Bridge #3247A) (Sta.513+43 to Sta. 514+11)

Bridge Removal Work	All Required		$ 8,600.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	30 Cu.Yd.	30.00	900.00
Furnish HP 10x42 Steel Piling	258 Lin.Ft.	12.00	3,096.00
Drive Steel Piles	12 Each	600.00	7,200.00
Splice Steel Piles	3 Each	30.00	90.00
Structural Concrete, Class 3300 (26 cu.yd.)	All Required		12,410.00
4' x 65'/70' Prestressed Slabs	9 Each	5,311.00	47,799.00
Reinforcement (4,300 lb.)	All Required		2,700.00
Metal Rail with Tubing	125 Lin.Ft.	58.00	7,250.00
Asphalt Membrane	280 Sq.Yd.	19.00	5,320.00
	Subtotal		$ 97,365.00
	Engineering		13,144.00
	Total		$110,509.00

Length of Roadway - - - 0.048 Mile
Length of Structure - - 0.013 Mile
Total Length- - - - - - 0.061 Mile

Cost of Roadway Per Mi. $1,657,395.83

SUMMARY OF FUNDS (88.1%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 79,555	$ 70,087	$ 9,468
Structure	110,509	97,358	13,151
Total	$190,064	$167,445	$22,619

Group 1 - 100%
Contract No. 8941
Prefix: 106-1903
Prefix: 106-1063

C941

VICTOR ATIYEH

Department of Transportation

STATE HIGHWAY DIVISION

In Reply Refer to
File No.: COM

DATE: October 10, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Beaver Creek Bridge
Coos County
Contract No. 8941

AGENDA
OCT 21 1980
I A-8(a)

This federal aid grading, paving and structure project has recently been completed. The final figures show that the project cost will exceed the amount authorized by $22,744, or 11.9 percent.

In order to protect the highway fill the structure wing walls were redesigned and a gabion wall added. The redesign work delayed the project completion causing increased engineering costs as the final paving had to be completed during the following construction season. The engineering cost, including the redesign charges, overran that anticipated by approximately $14,857. The redesign also cost $9,704 in added work payments to the contractor.

It is recommended that the authorization for this project be increased by $22,744 to a new total of $213,717. This matter will be on the consent calendar for your October 21 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

Form 734-3122

8941

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No: COM

DATE: October 9, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Beaver Creek Bridge
Coos County
Contract No. 8941

This federal aid grading, paving and structure project has recently been completed. The final figures show that the project cost will exceed the amount authorized by $22,744, or 11.9 percent.

In order to protect the highway fill the structure wing walls were redesigned and a gabion wall added. The redesign work delayed the project completion causing increased engineering costs as the final paving had to be completed during the following construction season. The engineering cost, including the redesign charges, overran that anticipated by approximately $14,857. The redesign also cost $9,704 in added work payments to the contractor.

It is recommended that the authorization for this project be increased by $22,744 to a new total of $213,717. This matter will be on the consent calendar for your October 21 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

Form 734-3122

#8941

STATE OF OREGON

INTER-OFFICE MEMO

Highway Construction DEPT — 378-6318 TELEPHONE

FILE: CON 5 #8941

DATE: October 8, 1980

TO: H. S. Coulter
State Highway Engineer

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Beaver Creek Bridge
Coos County
Contract No. 8941

This federal-aid grading, paving and structure project has recently been completed and the final figures show that the cost has exceeded the amount authorized by $22,744 or 11.9 percent.

The wing walls of the structure were redesigned and a gabion wall added to protect the highway fill. This work was performed under Price Agreement No. 2 at a cost of $9,704.

The other major cost increase ($14,857±) was in the project engineering. The work was delayed, and a stop work order written, for approximately one-and-a half months during August and September of 1979 while the wing walls and gabion wall were being designed. This caused the final paving work to be pushed into a second season and additional engineering costs resulted. The actual redesign charges also contributed substantially to the engineering overrun.

With the exception of approximately $2,500 of engineering that exceeds the maximum allowable by FHWA, the increased project cost will be federally participating. Consent of the P.C.R.B. is not required.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:fr

Att.

cc: Alfred Shirley, Jr.
Eugene Ash
Robert Church

OK IR

RECEIVED
STATE HWY ENG
OCT 8 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9941

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

files

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

R. H. Parkman

F C. T. Keasey
Asst. State Highway Engineer

September 17, 1980

Safeco Insurance Company of America
1320 S.W. First Avenue
Portland, OR 97201

CSM 5
9041

Gentlemen:

On September 15, 1980, we wrote to you concerning release of final payment on Contract No. 6941 awarded to Knox Bros. Construction, Inc. for work on the Beaver Creek Bridge on the Pacific Highway in Coos County.

Final payment on this contract is $9,165.64 and the total contract amount is $183,717.02 including $1,211.67 for work performed under force account.

Sincerely,

Robert W. Gorsuch
CONSTRUCTION SERVICES

pkc

cc: Knox Bros. Construction, Inc.
2101 Brookhaven Road North
Salem, OR 97303

bc: G. T. Keasey
Walt Hart
Alfred Shirley

8941

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Beaver Creek Bridge	SECTION: Beaver Creek Bridge	WEEK ENDING: July 19, 1980
		SECTION PREFIX: 106-1063
	HIGHWAY: Powers Secondary	COUNTY: Coos
	KIND OF WORK: Grading, Paving, & Structures	
CONTRACTOR: Ross Bros., Construction, Inc.	CONTRACT NUMBER: 8941	FEDERAL AID PROJECT NUMBER: RS 105(2)
DATE OF CONTRACT: May 31, 1979	DATE WORK STARTED: June 27, 1979	ESTIMATED COMPLETION DATE: May 15, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 150
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $190,972.83		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $175,829.61	ENGINEERING AUTHORIZATION $15,143.22	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $182,077.00	ENGINEERING COST TO DATE $27,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.6 %	PERCENT OF AUTHORIZATION 176 %	DATE PROJECT WAS COMPLETED: July 15, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2 rollers, 1 paver, 1 tack truck, blade, 1 truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	
SUNDAY 13	Fair	1		
MONDAY 14	"	1		
TUESDAY 15	"	1		Project completed.
WEDNESDAY 16		0		
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn — Richards, Berg, Inlow, Widmer, Gebauer, Church

RECEIVED
JUL 21 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No ~~x~~ work.
MONDAY 14	Roseburg Paving paved the three road approaches, spot patched small settlement, and paved the final lift. Crew cleaned off tack coat on bridge rail & posts.
TUESDAY 15	Roseburg Paving hauled 22 yds. of Aggregate base for shoulder rock , bladed shoulders, etc.
WEDNESDAY 16	No work.
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

Project completed on July 15, 1980.

Semi-final will be submitted by July 31, 1980.

SIGNED _____ LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8941

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-2-79

FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. F-105(2)
	ITEM NO. 90161	STATE PROJECT NO. See below
		COUNTY NAME Coos
		PROGRAM STAGE (Check) ☐ 1, ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Received 5/16/79 orig to Mdelivering

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-79	5-2-79	Secondary 105	Secondary 242

GENERAL LOCATION:

Beaver Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Construct one Bridge

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated April 26, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

As requested in Mr. Swan's 4-4-79 and 4-30-79 letters you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $180,000 Federal Funds $158,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 3-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-888

8741

April 11, 1979

Dept. of Fish and Wildlife
506 SW Mill Street
Portland, Oregon 97201

Attention: Jim Lauman

Dear Jim:

Re: Beaver Creek Bridge
Powers Highway
Coos County

In the very near future we will be taking bids for the construction of the above highway project. Since our quantities are less than 50 cubic yards involving the stream we have been informed by the Division of State Lands that a Removal/Fill Permit will not be required.

Attached for your review is a copy of the plans. If you wish to make any input into the project, we would be pleased to have your comments soon.

If you have any questions, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Development Coordinator

DLT:ab
Attachment

4-16-79
Brent Fomberg says F&W has no objections or controls for this project.
Don Trout

242

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

September 29, 1978

Mr. Don Trout
Room 223
Transportation Bldg.
Salem, OR 97310

Dear Don:

As stated in our September 28, 1978 phone discussion, a state removal/fill permit will not be required for the Beaver Creek Bridge [redacted] on [redacted] in Coos County.

Excavation and bridge pier construction are located in the flood plain area above the bank full stage of Beaver Creek.

Thanks for coordinating the project with us.

Sincerely,

WILLIAM S. COX
Director

Earle A. Johnson
Waterway Biologist

EAJ:vt

cc: Brent Forsberg

Versteeg
Copy Christensen
George
Olson
Terpin
Copy Sullivan
Scott
Savage

RECEIVED
OCT 0 2 1978
ENGINEERING SECTION

copies to Location, Structures & Environment

1 Trout

Do Not File
Return To
Bring Up / /
Action

8941

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

October 16, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports--
November Contract Letting

TO: E. S. Hunter, Technical Services Engineer
J. H. Versteeg, Head of Engineering

Attached are project noise study reports contained in the October letting schedule. These are:

Pacific Highway West at S.W. 53rd Avenue
Barbur Boulevard, Multnomah County

NOTED
E. S. HUNTER

Beaver Creek Bridge
Powers Highway, Coos County

Also within the October letting schedule are three projects covered by the Statewide Noise Study Report. These are:

West City Limits-Calvin Street and "E" Street-"H" Street
Columbia City, Columbia County

Thomas Creek (Devaney) Bridge
Linn County

Willow Creek (Morgan Street) Bridge
Heppner, Morrow County

No traffic noise abatement is proposed. The following construction time constraints are recommended for all projects.

> No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, the following pile driving constraint is recommended for the Willow Creek Bridge and Beaver Creek Bridge projects.

> No pile driving operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

TECHNICAL SERVICES
OCT 17 '78
REFER TO
FOR

It is concluded that the noise reduction benefits to be derived from implementing these recommendations could outweigh any inconvenience to construction. The piledriving and construction time constraints are consistent with our Statewide Noise Study Report.

Your approval is requested.

GAP:TP:ss

Attachments

NOISE STUDY REPORT

Beaver Creek Bridge
Powers Highway
Coos County

Prepared by
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Assistant Environmental Engineer

September, 1978

APPROVED
E. E. Hunter
E. E. Hunter
Date 10-17-78

941

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-12-78

FEDERAL AID PROJECT NO.
RS-105(1)

STATE PROJECT NO.
See below

M:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80396

COUNTY NAME
Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-12-78

FEDERAL ROUTE NUMBER
Secondary 105

STATE ROUTE NUMBER
Secondary 242

AL LOCATION:
Beaver Creek Bridge Section

AL DESCRIPTION OF WORK:
Acquisition of right of way.

E AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

TEC NTE $15,000 F.F. $12,860
☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

As requested in Mr. Swan's 8-30-78 letter.

Federal participation is limited to that right of way actually incorporated in the final location..

Swan 9-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-78	G. K. Hansen	for Division Administrator

R-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8941

242

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 23, 1978

FROM: Richard L. Lenz
Hydraulics Engineer

TO: F I L E

SUBJECT: Beaver Creek Structure
Powers Highway
Coos County

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 24 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Beaver Creek is a small tributary stream on the right bank of the South Fork of the Coquille River. At the subject site, Beaver Creek has a drainage area of about 2.4 square miles and discharges into the river immediately downstream of the existing bridge.

High water stages at the site are due to flood stages on the Coquille River which backs up the creek channel. In December 1964 the water surface elevation was 119.8 feet msl; elevation of the roadway sag about 100 feet southerly of the bridge is 120.3 feet (approximately). The floor elevation of the residence 150 feet upstream is 124.6 feet.

A regional analysis for runoff indicates a 50-year recurrence discharge of 500 cfs. Two alternates are considered for the drainage structure--a single-span bridge and a large metal culvert. Based on a water surface differential of 0.5 foot between inlet and outlet of a large culvert, it would require a diameter of 12 feet to handle the 500 cfs discharge. Any greater runoff would flow across the highway at the sag. Raising the gradeline would allow for a larger differential and a smaller diameter culvert. Fish baffles must be installed in the culvert to provide passage for anadromous fish so the diameter must be increased to 13 feet to compensate for the loss of area.

The basic existing channel width is about 15 feet, which is more than sufficient to handle the runoff from the creek drainage. Water depth under the bridge for the 500 cfs is less than 3 feet when the adjacent river level is low; velocities are about 10 feet per second, requiring some form of bank protection. The existing bridge and channel have sack riprap placed at strategic points on the outside of the curve beneath the bridge and on the inside of the curve 50 feet (+) downstream where the current deflects across the channel. Whenever the river stage rises sufficiently to create a backwater stage in the creek channel, the velocities will decrease to lower values as the river stage increases; bank protection, therefore, is not necessary for the full height of the channel. Elevation of the top of the existing riprap protection should be used as a workable guide for new protection placed along the banks of the channel.

REFERRED TO

Beard Stoudenmeyer
Col W.E.C. Semple
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RLL:mc

cc Frank E. Terpin
W. J. Hart
Gary Potter
Alfred Shirley, Jr.
C. O. Christensen
Jack Davis

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	500	580	
Frequency – yrs.	50	100	
H.W. Elevation Natural Channel ft. / m.	103±		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	10		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Water surface elevation is good only when the Coquille River is at a low level. Otherwise the river stage controls the water surface elevation.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Beaver Creek
Powers Secondary Hwy.

COMPILED BY: Lenz

DATE: 8-24-78

594.1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation Hwy Div

PROJECT TITLE: Beaver Creek Bridge Coos

DATE: August 17, 1978

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified and/or presented.

RECEIVED
STATE HWY ENGR
AUG 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

NOTED
H.S. COULTER

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 3 Engineer
District 7 Engineer
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

1001 [illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

7-5-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 410 Due Date: AUG 11 '78

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By William E. Petersen
ENVIRONMENTAL MANAGEMENT SECTION 8/1/78

The Oregon Department of Fish and Wildlife has no objection to the proposed Beaver Creek bridge replacement in Coos County, providing the following stipulations are observed during construction.

1. Equipment operation within the actively flowing stream must be confined to the period of June 15 through September 15.

2. Adequate measures are taken to minimize turbidities which could result from construction.

3. No pollutants of any type, especially but not limited to petroleum products, fresh concrete and silt be allowed to enter the waterway.

4. Construction disturbed soils be stabilized and revegetated.

5. All project debris be removed from the stream.

6. Please coordinate the planning and implementation of the project with our District Fishery Biologist, Bill Mullarkey. His office phone number is Coos Bay 269-1200.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JUL 26 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUL 17 1978
STATE SOIL AND WATER
CONSERVATION COMMISSION

Coos

PNRS STATE REVIEW

Project #: 7807 2 410 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Dept of Trans (Bear Creek Bridge)

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

This project is a worthwhile project. We hope that it can be started and finished during the good weather. Thank you.

Agency Soil & Water By Charles V. Tibbetts

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE PARKS

PNRS STATE REVIEW

Project #: 7807 2 410 Due Date: AUG 11 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David D Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: _____ Due Date: AUG 11 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REC
DIVISION OF STATE LANDS

- - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By _____

(FE) 8941

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 5, 1978

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P. O. Box 647
1975 McPherson Street, North
North Bend, OR 97459

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: Beaver Creek Bridge (Coos County)
Highway: Powers Highway, St. Hwy. 242
County: Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 5, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3: A. Shirley, Jr.
District 7: B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation	45	46] DIVISION: Highway			79
03	12] APPLICANT ADDRESS STREET: O'DOT Building	45	46] CITY: Salem	60	76] ZIP: 97310	80
04	12] CONTACT PERSON: D. H. Moehring	45	46] AREA CODE: 503	48	49] PHONE: 378	55
			56] EXTENSION: 6563	59		
01	12] PROJECT TITLE: Beaver Creek Bridge (Coos County)					71
11	12] PROJECT LOCATION—CITY: Powers Highway St. HWY. 242		PROJECT LOCATION—COUNTY: Coos County		PROJECT LOCATION SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project is located in a rural setting between Broadbent and Powers on the Powers Highway in Coos County. This proposal will remove the existing wooden structure 71

07 12] over Beaver Creek and replace it with a culvert pipe. Minor grading and paving 71

08 12] will be required to fill the old creek channel and surface the new roadway. A 71

09 12] detour will be required during construction. 71

10 12] 71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant 19	20] (B) Other 27	28] (C) State 35	36] (D) Local 43	44] (E) FUNDS 51	52] (F) FUNDS 60
101,250		33,750			135,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) 45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) 79	
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways		71
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation 45	46] FEDERAL SUB-AGENCY NAME: FHWA 79	

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: July 5, 1978	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH: Aug. 42	43] DAY: 5 44	45] YEAR: 1978 46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 5, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-105(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 26, 1978

Section Beaver Creek Bridge — Unit (if appl) N/A

County Coos — City N/A

Highway Powers — State Hwy. No. 242

Termini: M.P.(if appl) 11.44 - 11.59 — Length 800

Region 3 — Construction Estimate $135,000.00 Program Amount

B. Purpose of Project: Replacement of the old wooden structure with a structural plate culvert pipe.

C. Origin & History of Project: The old wooden bridge was built in 1926. It was redecked and widened in 1941, and it is in need of repairs at this time.

D. General Description of Project: This project is located in a rural setting between Broadbent and Powers on the Powers Highway in Coos County. This proposal will remove the existing wooden structure over Beaver Creek and replace it with a culvert pipe. Minor grading and paving will be required to fill the old creek channel and surface the new roadway. A detour will be required during construction.

Alignment: New _____ Existing _____ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. None; Shldrs. Yes ; Parking None

Proposed: No. Lanes 2 ; Med. None; Shldrs. Yes ; Parking None

Traffic: Existing Facility: Existing ADT 750 ; Projected ADT 1500 ; Yr. 1997

Existing Level of Service A

Proposed Facility: Projected ADT 1500 ; Yr. 1997

Projected Level of Service A

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 0.5; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:
The materials source for this project is approximately 500' north of the existing bridge on the east side of the roadway. The material will be used for detour construction and embankment. The existing wooden structure will have to be removed and disposed of in conformance with Standard Specifications for Highway Construction

Type of Structure(s):

13 foot diameter structural plate culvert pipe with fish baffles, 150 feet long placed on a 3 foot deep concrete foundation.

Brief Description of River or Stream and Type of Involvement, if any:
The proposed culvert will be placed in Beaver Creek, which is a small meandering stream, located in a steep draw between pasture land and natural brush and small timber. Beaver Creek drains approximately 2.5 square miles. It has anadromous fish: steelhead, coho and cutthroat and it probably contains some resident trout.

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
Several lines have been proposed through this area. One proposal was to replace the existing structure with a concrete bridge. Another proposal was to replace the structure with a culvert pipe, a few feet to the south of the structure utilizing the latest centerline. The current proposal of the bridge replacement is consistent with future improvements to the Powers Highway.

Other Descriptive Information or Comments:
Latest centerline moves the proposed highway away from the residence located upstream from the existing highway.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The existing highway drops down to Beaver Creek and then rises partially out of the draw. The land on the northerly end of this draw is used for pasture and hay. The southerly side of the draw is covered with brush and small timber. The existing highway structure is approximately 20 feet above the stream bed. The proposed roadbed will be about the same elevation as the existing. Flora consists of indigenous species of both woody and herbaceous plants, which are located on both sides of the existing highway. Woody plants consist mainly of myrtle, ash and cottonwood trees, however. blackberries, poison oak and other brush are also present. The adjacent land owner has planted various trees and shrubs on the creek banks,. such as a palm tree, and acacia tree, pampas grass and other such shrubs and trees.

2. Cultural: The existing highway drops down to Beaver Creek and starts to rise again on the southerly side of the creek. The downgrade (north side of the creek) is approximately 8.8% and the upgrade (south side of the creek) is approximately 6%. The adjoining land is presently being used for pasture land, with one dwelling located upstream from the existing highway.

Noise within the project area is predominantly of traffic origin. The proposed culvert pipe should not change the noise level.

Several telephone poles and guys will have to be relocated during construction. A private water line also crosses the highway in this vicinity.

A Department of Fish and Game angler access strip and river boat pole slide are found just upstream of the mouth of Beaver Creek (see attached vicinity map).

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It is anticipated that approximately ½ acre right-of-way will be acquired as a material source.

2. Estimated Impact on Traffic Patterns:

Traffic will be routed during construction on a two-lane detour built just west of the bridge. After the culvert is installed and the old bridge removed, traffic patterns will return to normal.

Consequences--Air Quality, Noise, Safety, etc.:

During construction, noise levels may increase due to construction machinery, but should return to normal upon completion. Air quality should not be affected. By replacing the old wooden structure with a culvert pipe, the roadway will be widened which should improve the safety aspects.

3. Estimated Impact on Land Use:

No significant change in land use should occur.

Consequences:

No significant consequences should result. The pole slide is beyond the immediate limits of the project.

4. Expected Impact on Natural Ecological Resources:

By replacing the bridge with a 13-foot diameter culvert designed specially to include concrete fish baffles and a 2-foot by 1-foot trench at the bottom, migration and rearing of steelhead in the creek should not be adversely impacted.

Consequences:

Migration of fish up the creek should improve.

5. Expected Impact on Cultural and Scenic Resources:

The grounds associated with the one residence in the project area are extensively landscaped and singularly attractive. The landscaping phases out gradually into the creek bottom - becoming mostly natural below the slope break. This property deserves special care. Any construction in the creek bed should be well coordinated with the property owner.

Consequences:

Uncertain, but consequences need not be extensive

A cultural resource survey may be needed.

6. Preliminary Identification of Areas of Critical Concern:
Fish passage through the proposed culvert pipe. The proposal includes provisions to allow fish to move upstream readily.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict

b. Noise Standards
No adverse changes are expected in existing noise thresholds. Only one receptor is affected. A noise study report will be prepared.

c. Water Quality Standards There will be temporary construction-related reductions in water quality. The project will be coordinated with the Department of Fish and Game and the Division of State Lands.

d. Area Land Use and Transportation Plans, and Zoning

No conflict.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

According to FHPM 7-7-2 projects of this type are non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

FOOT BRIDGE

FOOT PATH

#3B18

137+57.80 P.I.

137

S 24° 45' E

#3B17

133+01.80 P.I.S.

#3B130 TRANS.

#3001

GARAGE

HOUSE

135

GIANT RAMP & POLE SHOE

location of proposed Culvert

130

12" CMP

24"

24" WOODLAWN

MACHINE SHED

PASTURE.

#3B129

WATER TROUGH

#13.24
#20.66

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

DATE: September ~~9~~ 23, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Replacement of Beaver Creek Bridge #3247
Powers Highway 242, M.P. 11.55
Coos County

The timber bridge across Beaver Creek on the Powers Highway at M.P. 11.55 is in need of extensive repairs. The structure was constructed in 1926 and it has reached the point where it is no longer practical or reasonable to attempt to keep it in service. It is estimated to cost approximately $17,000 to effect semi-permanent repairs to the structure.

The structure can be replaced with a large diameter culvert in substantially the same location at an estimated cost of $40,000.

Your approval to add this project to the State Construction Program is requested.

This matter will be on the consent calendar for your consideration at the September 22 meeting.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
D. H. Moehring
Alfred Shirley, Jr.
W. J. Hart
George Bell

JHW:rb ia

RECEIVED
STATE HWY ENGR
SEP 26 '77
REFER TO
FOR

ROSEBURG REGION
RECEIVED
SEP 13 1977

9/23/77
H.S.C.

We are using a current Power Hwy Survey Order - But

R. L. Schroeder
Maintenance Engineer

August 1, 1977

E. S. Hunter
Technical Services Engineer

Beaver Creek Bridge - Powers Highway
Marlow Creek Bridge - Coos River Highway

Bud Shirley called the other day to advise me that repairs were needed to the Beaver Creek Bridge, M.P. 11.66, on the Powers Highway and the Marlow Creek Bridge at M.P. 14.90 on the Coos River Highway. Repairs on each bridge were estimated to exceed $10,000 and his question was should we program these two bridges for replacement rather than make the maintenance repairs.

I have looked into both and find that the Beaver Creek Bridge can be replaced with a culvert at an estimated cost of $40,000. This should be accomplished with Federal-aid funds and Mr. Coulter should request the Transportation Commission to approve the project as an addition to the Fiscal Year 1978 program. You should draft a letter for his use, explaining why he is making the request.

trsler
MAI 14-1-1
Beaver Cr.

The Marlow Creek Bridge is another matter. The location is complete, which modifies the alignment at the bridge, and is estimated to cost approximately $650,000. On the other hand, a replacement on essentially the existing alignment would cost approximately $300,000.

copy
MAI 14-1-1
Marlow Cr.

As you know, this bridge is at the end of the road, so to speak, as there is only a one-lane gravelled road beyond the bridge. Under these circumstances, there is no way we could justify an expenditure of $300,000 and I have so advised Bud Shirley, who will proceed to make the needed repairs with the maintenance crews.

ESH:ja

cc F. B. Klaboe
M. S. Coulter
D. H. Moehring
Walt Hart
Bud Shirley

7/26/77

Beaver Cr. Bridge - Powers Hwy.
@ MP 11.66 Br. 3247

Replace existing bridge with a culvert

Est. Cost $40,000

Bid - Spring '78 for summer work

Marlow Cr. Bridge - Coos R. Hwy.
MP 14.90

Located new alignment is downstream of the existing bridge.

R/W is purchased

Need permits - Coast Guard permit req'd.

Need assessment

Est. Cost Str. $260,000
(From Wills) Gr. & Pave 375,000
$635,000

Replacement on essentially the existing alignment with stage construction could be done for approximately $300,000

Control is C.G. permit.

Bid Feb. 78

.1979 Ochoco Hwy.-Ochoco 8942
.Ran. Sta. Sec., Ochoco Ran.
.Sta. Rd. (Gr., pav., & culvert)

C4Q 6566 5-23-78
12-4-78

PE 40 430 Rec'd 4/24/78
= 910 ±

PE - County Cost

4/3/79 — 73½,000 - Fred Erickson called at -
Ask John Wagner

Judge already
Good Cut

8912

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-4-82	CC 81-73	

CREDIT DISTRIBUTION

507-1985-297
507-2505-297
507-1046-297

BILL TO: Code:

Crook County Court

Courthouse

Prineville, Oregon 97754

Attn: Honorable Dick Doppes, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Ochoco Highway-Ochoco Ranger Station Section on Ochoco Ranger Station Road. This is an FAS-C Project No. RS-B378(2).			
County Advance Deposit			$44,210.00
County Share of Project Costs			41,029.08
REFUND DUE COUNTY			$ 3,180.82

(Attach Itemized Statement with Billing)

Advance Deposit Amount	$ 44,210.00
Advance Deposit Previously Transferred to Highway Fund	$ 35,260.00
Balance	$ 8,950.00
Transfer to Highway Fund	$ 5,769.08
Refund Due	$ 3,180.82
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1836, CC 2019

Amount Due . . . . . $

Submitted by:

Harold Reynolason
Harold Reynolason

Approved:

D.E. Swan
D.E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1-4-82

COUNTY CROOK Contract No. 8942 Date Completed 10-30-79

PROJECT # RS-B378(2) Section Ochoco Highway-Ochoco Ranger Station

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
	(Federal Participation)	
P.E.		$ 30,414.56
R/W		1,236.97
		$ 31,651.53
	(Non Participation)	
P.E.		$ 6.14
R/W		44.24
		$ 50.38

Federal Funds Collected for PE & R/W $27,147.52

Construction	
Payment to Contractor (Federal Participation)	$595,286.56
Engineering	42,431.95
SF #1 Striping	2,020.41
SF #2 U.S. Dept. of Ag.-Haul Road	14,661.45
EEO	112.90
	$654,513.27
Interest Paid to Contractor	$ 25.85
Construction Engineering	38.23
	$ 64.08

Federal Funds Collected for Construction $577,149.80

County Share of Costs:

1/2 ($31,651.53 - $27,147.52 + $654,513.27 - $577,149.80 + $38.23) + $50.38
+ $25.85 = $40,952.85 + $50.38 + $25.85
= $41,029.08

County Advance Deposit	$44,210.00
Less County Share of Project Costs	41,029.08
REFUND DUE COUNTY	$ 3,180.82

Reference: Billing Form CC 81-73

FORM 734-1745

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 —

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
0016490000063081 CONT NO		FA PROJ NOS RS 378001 100				STATE
	507 1985	296 00	N 9		346.57CR	26,746.57CR
	507 1985	297 00	N 9			660.00
	507 1985	298 00	N 9		346.57	26,086.57
	507 1985	901 00	P 1			9,078.98
	507 1985	901 00	N 1		11.48	11.48
	507 1985	904 00	P 1			589.71
	507 1985	905 00	P 1			8,359.58
	507 1985	906 00	P 1			1,626.90
	507 1985	909 00	P 1			851.64
	507 1985	910 00	P 1		24.44CR	4,679.61
	507 1985	910 00	N 1	12.47CR	12.47CR	12.47CR
	507 1985	911 00	P 1			124.90
	507 1985	913 00	P 1			193.12
	507 1985	914 00	P 1			57.69
	507 1985	918 00	P 1			1,542.36
	507 1985	920 00	P 1		14.07CR	59.78
	507 1985	921 00	P 1			1,756.97
	507 1985	922 00	P 1			131.28
	507 1985	922 00	N 1			7.13
	507 1985	923 00	P 1			127.49
	507 1985	926 00	P 1			1,234.55
		TOT	P1		38.51CR	30,414.56
		TOT	RI	12.47CR	.99CR	6.14
		** JOB TOTALS **		12.47CR**	39.50CR**	30,420.70 **
S BANK CHETCO RIV RD	CONT NO	* FA PROJ NOS RS 301001 100				STATE
	508 1925	296 00	N 9	17,906.63CR	17,906.63CR	43,841.63CR
	508 1925	297 00	N 9			1,495.00
	508 1925	298 00	N 9	17,906.63	17,906.63	42,346.63
	508 1925	901 00	P 1		2,860.90	24,600.74
	508 1925	901 00	N 1			422.64
	508 1925	905 00	P 1		6,752.92	9,659.60
	508 1925	906 00	P 1		2,011.93	2,011.93
	508 1925	907 00	P 1			394.26
	508 1925	909 00	P 1		123.12	123.62
	508 1925	910 00	P 1		1,278.54	6,925.00
	508 1925	911 00	P 1		829.88	1,313.80
	508 1925	913 00	P 1		629.54	629.54
	508 1925	914 00	P 1		366.29	366.29
	508 1925	918 00	P 1		7.81	834.23
	508 1925	920 00	P 1	32.06	226.96	226.96
	508 1925	921 00	P 1	377.77	1,921.22	1,921.22
	508 1925	922 00	P 1		42.66	46.62
	508 1925	923 00	P 1		30.00	148.83
	508 1925	926 00	P 1		3.00	63.63
	508 1925	950 00	P 1			106.04

Ochoco Hwy. - @ Chocs Ranger Sta.

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 1146

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	504	2513	298	00	N 9		[illegible]	14,190.15
	504	2513	401	00	P 1			7,041.00
	504	2513	404	00	P 1			3,525.00
	504	2513	405	00	P 1			200.00
	504	2513	407	00	P 1			2,095.77
	504	2513	409	00	P 1		19.88	36.39
	504	2513	412	00	P 1			158.02
	504	2513	413	00	P 1			4.86
	504	2513	414	00	P 1			2,511.21
	504	2513	415	00	P 1		19.88CR	14.96
	504	2513	920	00	P 1		14.64	28.71
	504	2513	930	00	P 1			482.81
			TOT		P1		14.64	16,097.73
			** JOB TOTALS **			**	14.64 **	16,097.73 **

0016490000063081 CONT NO — FA PROJ NOS RS 378001 100 — STATE

	507	2505	296	00	N 9			1,060.95CR
	507	2505	298	00	N 9			1,060.95
	507	2505	407	00	P 1			458.97
	507	2505	409	00	P 1			100.00
	507	2505	412	00	P 1			87.[illegible]
	507	2505	414	00	P 1			262.[illegible]
	507	2505	414	00	N 1			14.96
	507	2505	415	00	P 1			19.83
	507	2505	920	00	P 1			14.07
	507	2505	920	00	N 1		29.28	29.28
	507	2505	930	00	P 1			294.61
			TOT		P1			1,236.97
			TOT		M1		29.28	44.24
			** JOB TOTALS **			**	29.28 **	1,281.21 **

S BANK CHETCO R RD XING — CONT NO — FA PROJ NOS RS 301002 100 — STATE

	508	2505	407	00	P 1	22.37	1,899.93	1,899.93
	508	2505	412	00	P 1		75.46	75.46
	508	2505	414	00	P 1	10.60	1,059.33	1,059.33
	508	2505	920	00	P 1	16.48	16.48	16.48
	508	2505	930	00	P 1	109.14	2,545.52	2,545.52
			TOT		P1	158.59	5,596.72	5,596.72
			** JOB TOTALS **			158.59 **	5,596.72 **	5,596.72 **

NEAL CK, ENGLISH CORNR BR — CONT NO — FA PROJ NOS RS 428001 100 — STATE

	514	2509	296	00	N 9		25.12CR	7,531.03CR
	514	2509	298	00	N 9		25.12	7,531.03
	514	2509	401	00	P 1			2,960.00
	514	2509	403	00	P 1			960.00
	514	2509	407	00	P 1			2,064.96

	506	1069	948	00	P	1		74.80		74.80		81	81
	506	1069	948	00	N	1		25.81		25.81		81	81
			TOT		P	1		72.80		318,569.91			
			TOT		N	1		27.81		99.59			
			** JOB TOTALS **				**	100.61	**	318,669.50	**		

OCHOCO HWY-OCHOCO RANGER STA CONT NO 8942 S FA PROJ NOS RS 378002 100

											STATE		
	507	1046	201	00	P	1				595,286.56		79	80
	507	1046	206	00	N	1				25.85		80	80
	507	1046	212	02	P	1				14,661.45		80	80
	507	1046	270	01	P	1				2,020.41		79	80
	507	1046	296	00	N	9		523.61CR		611,749.80CR		79	81
	507	1046	297	00	N	9				34,600.00		80	80
	507	1046	298	00	N	9		523.61		577,149.80		79	81
	507	1046	900	00	P	1				42,356.45		79	80
	507	1046	900	00	N	1				18.00		79	80
	507	1046	920	00	P	1				64.80		79	79
	507	1046	945	00	P	1				11.70		81	81
	507	1046	948	00	N	1		20.23		20.23		81	81
	507	1046	985	00	P	1				112.90		79	80
			TOT		P	1				654,513.27			
			TOT		N	1		20.23		64.08			
			** JOB TOTALS **				**	20.23	**	654,577.35	**		

S BANK CHETCO R RD U'XING CONT NO 9285 FA PROJ NOS RS 301003 100

											STATE		
	508	1063	201	00	P	1	43,160.37	260,370.87		262,020.87		81	81

TOTAL TO DATE JOB COST SUMMARY

NOVEMBER 1981 PAGE 241

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		ACTIVE YRS BEG	ACTIVE YRS END
	508	1063	204	00	P	1	2,158.01CR	13,018.54CR		13,101.04CR		81	81
	508	1063	270	01	P	1		130.52		130.52		81	81
	508	1063	296	00	N	9	44,681.54CR	228,404.94CR		232,584.93CR		81	81
	508	1063	297	00	N	9		19,000.00		19,000.00		81	81
	508	1063	298	00	N	9	44,681.54	209,404.94		213,584.93		81	81
	508	1063	900	00	P	1	4,257.84	31,151.18		36,162.16		81	81
	508	1063	900	00	N	1	58.47	73.47		85.63		81	81
	508	1063	920	00	P	1				656.44		81	81
	508	1063	940	00	P	1	77.44	656.44		1.82		81	81
	508	1063	941	00	P	1		1.82		697.82		81	81
	508	1063	944	00	P	1		692.78		87.19		81	81
	508	1063	945	00	P	1	34.54	73.62		108.49		81	81
	508	1063	946	00	P	1		206.76		206.76		81	81
	508	1063	948	00	P	1				287,1[illegible]			
			TOT		P	1	45,372.18	280,267.45					
			TOT		N	1	58.47	73.47					
			** JOB TOTALS **				45,430.65	** 280,340.92	**	287,182.13	**		

		506	1069	948	00	P	1		74.80		74.80	81	81
		506	1069	948	00	N	1		25.81		25.81	81	81
				TOT	P1				72.80		318,569.91		
				TOT	N1				27.81		99.59		
				** JOB TOTALS **				**	100.61	**	318,669.50	**	
OCHOCO HWY-OCHOCO RANGER STA	CONT NO 8942 * FA PROJ NOS RS 378002 100											STATE	
		507	1046	201	00	P	1				595,286.56	79	80
		507	1046	206	00	N	1				25.85	80	80
		507	1046	212	02	P	1				14,661.45	80	80
		507	1046	270	01	P	1				2,020.41	79	80
		507	1046	296	00	N	9		523.61CR		611,749.80CR	79	81
		507	1046	297	00	N	9				34,600.00	80	80
		507	1046	298	00	N	9		523.61		577,149.80	79	81
		507	1046	900	00	P	1				42,355.45	79	80
		507	1046	900	00	N	1				18.00	79	80
		507	1046	920	00	P	1				64.80	79	79
		507	1046	945	00	P	1		20.23		11.70	81	81
		507	1046	948	00	N	1				20.23	81	81
		507	1046	985	00	P	1				112.90	79	80
				TOT	P1						654,513.27		
				TOT	N1				20.23		64.08		
				** JOB TOTALS **				**	20.23	**	654,577.35	**	
S BANK CHETCO R RD U'XING	CONT NO 9285 FA PROJ NOS RS 301003 100											STATE	
		508	1063	201	00	P	1	43,160.37	260,370.87		262,020.87	81	81

TOTAL TO DATE JOB COST SUMMARY

NOVEMBER 1981 PAGE 241

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	508	1063	204	00	P 1	2,158.01CR	13,018.54CR	13,101.04CR	81	81
	508	1063	270	01	P 1		130.52	130.52	81	81
	508	1063	296	00	N 9	44,681.54CR	228,404.94CR	232,584.93CR	81	81
	508	1063	297	00	N 9		19,000.00	19,000.00	81	81
	508	1063	298	00	N 9	44,681.54	209,404.94	213,584.93	81	81
	508	1063	900	00	P 1	4,257.84	31,151.18	36,162.16	81	81
	508	1063	900	00	N 1	58.47	73.47	73.42	81	81
	508	1063	920	00	P 1			85.63	81	81
	508	1063	940	00	P 1	77.44	656.44	656.44	81	81
	508	1063	941	00	P 1		3.82	3.82	81	81
	508	1063	944	00	P 1		692.78	697.82	81	81
	508	1063	945	00	P 1	34.54	73.62	87.19	81	81
	508	1063	946	00	P 1			158.49	81	81
	508	1063	948	00	P 1		206.76	206.76	81	81
			TOT		P1	45,372.18	280,267.45	287,108.66		
			TOT		N1	58.47	73.47	73.47		
			** JOB TOTALS **			45,430.65 **	280,340.92 **	287,182.13 **		

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Ochoca Highway-Ochoco Ranger Sta. Section **Ochoco Ranger Sta-County** **Crook County**					
	Construction					
	Type Code 6201					
	Roadway (Sta. 3+32 Thru Eq. Sta. 182+05=1067+30 thru Ed. Sta. 1072+50-Sta. 536+00 To Sta. 796+50)					
	Final Contract Payment Summary	Lump Sum			$593,286.56	
SFO	#1 Permanent Stripping (State)	All Required			2,020.41	
SFO	#2 US Dept. of Ag. (Haul Road Maintenance Fee)	All Required			14,661.45	
	Total Participating Construction				$509,968.42	
	Construction Engineering					
	Final Contract Payment Summary	Lump Sum			2,000.00	
	Construction Engineering	All Required			42,431.95	
	Total Participating Engineering				$ 44,431.95	
	Misc. Project Cost					
	420 Monitoring Expense	All Required			112.90	
	Total Participating Cost				$554,513.27	
	Nonparticipating					
	Interest on Final Payments	All Required			$ 25.85	
	Construction Engineering	all Required			18.00	
	Total Nonparticipating Cost				$ 43.85	
	Total Project Cost				$554,557.12	
					2.23	
					554,577.35	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/17/81.					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER PERIOD (Z) From: 2/25/75 To: 12/4/80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$614,857.11	$554,513.97	90.12%	$677,148.80	$677,148.80	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9/4/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Ochoco Hwy.-Ochoco Ranger Station **Crook County** **RS-6378(A)**					
	Type Code P.E. Preliminary Engineering State	All Required			$26,824.86	
						3,414.50
	Type Code Y07C Archeological Salvage	All Required			589.71	
	Type Code R.O.W. Right of Way Right of Way	All Required			Gratis	
	Acquisition Expense State	All Required			1,235.97	
	Total Participating Cost				$31,651.53	
	Nonparticipating Item Acquisition Expense	All Required			14.96	
	Preliminary Engineering	All Required			7.13	
	Total Nonparticipating Cost				$ 22.09	
	Total Cost				$31,673.62	

Participating cost are for Right of Way actually incorperated in the final project, and all costs have been previously certified by the Rights of Way Engineer.

Prepared based on Participating Costs as shown on Federal Billing as of 8/28/80.

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER PERIOD From: 11-9/12/78 To: 3/31/79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
P.E. 39,481.00	$38,414.56	86.77%	$33,333.57	$33,333.57	$ 0.00
1,281.93	1,236.57	86.77%	1,073.06	1,073.06	0.00
$32,673.62	$31,051.53	86.77%	$27,147.52	$27,147.52	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		re-3 factor
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Wang, Controller 3-10-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

#8942

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

8942

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-B378(2)	Crook	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved (1) construction of roadbed grading, aggregate base, asphalt concrete pavement and aggregate shoulders, and (2) installation of structural plate arch culvert.

All work was completed October 30, 1979 on the Ochoco Highway-Ochoco Ranger Station Section of FAS 8378 (Ochoco Ranger Station Road) beginning approximately 15 miles northeast of Prineville.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Roy L. Houck Construction Company	$ 586,250.00

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO
Keasey
FOR

Info	Invest	R/D	D/R	Const	Act	File

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

12-5 cy

SIGNATURE (SHD Official) C. Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

28' wide finished top width

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width Varies feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	8.416	varies		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	11-10-79

12. IN COMPANY WITH C. Keasey, Construction Engr., R. Pool, Region 4 Const. Engr., W. Robertson, Res. Engr., P. VanCleave, Region 4 Geologist, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B. Carter		16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 12-3-80	17. TITLE Field Operations Engineer	18. DATE 12-4-80

FORM FR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8942

COM 5
58943

April 7, 1980

Industrial Indemnity Co.
Attention: Bond Department
421 S. W. 6th Avenue
Portland, OR 97204

Gentlemen:

On February 27, 1980, we advised you that on Contract No. 8942 with Roy L. Houck Construction Company the total amount paid on this contract would be $595,539.63. This amount has been revised to $595,286.56 due to the contractor owing the State $253.07 in connection with Price Agreement No. 3. The force account amount will remain as $132.23.

This letter is to correct your records accordingly.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

FKM/gmk

cc Roy L. Houck Construction Co.
2705 Lancaster Dr. NE
Salem, OR 97303

bc C. T. Keasey
Walt Hart
Dale Allen

9942

L

3-11-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8320	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

8942

STATEMENT OF OVERRUNS AND UNDERRUNS

41

PROJECT: Ochoco Hwy.- Ochoco Ranger Sta.

COUNTY: Crook

HIGHWAY: Ochoco Ranger Sta.

2-5-80

CONTRACT NO: 8942

PREFIX NO: 507 - 1046

FAP NO: RS-B378(2)

RECEIVED FEB 5 1980 ROAD DESIGN SECTION

Do Not File ☐ Return To ____/____/____ Bring Up ____/____/____ Action

Norman ____ Christensen ____ Olson ____ Sullivan ____ Tosh ____ Trout ____ Wilson ____

ITEM NO.	ITEM	UNIT	ORIGNAL	SEMI-FINAL	%(+or-)	REMARKS
	BID ITEMS:		$586,250.00	$584,140.38		
	CONTINGENCIES:		$27,983.25	$0.00	-100%	None used
	ENGINEERING:		$55,966.50	$28,000.00	-50%	See Narrati
	ANTICIPATED ITEMS:					
	Perm. Pavement Striping		$1,200.00	$2,232.19	+86%	Shld. Striped.
	Temporary Erosion Control		$2,000.00	$0.00	-100%	Not used.
	Asphalt Cement Adjust.		$9,000.00	$15,270.71	+70%	Required to finish project.
	On-The-Job Training		$800.00	$123.20	-85%	On paving only.
	St Responsblty Damage		$1,000.00	$0.00	-100%	Not used
	Haul Rd Maint. Fee		$21,600.00	$18,918.00	-12%	All Req.
	Price Agreement No. 2(Non Spec. Adjustment)			-$3,768.01		
	Extra Work Order No. 1			$132.23		
			$705,799.75	$643,048.70	-9%	All Required
4	Temporary Signs	Sq. Ft.	$2,935.00	$2,285.00	-22%	All Required
5	Temporary Barricades	Ea.	$600.00	$0.00	-100%	Not used.
7	Flagmen	Hr.	$650.00	$238.5	-63%	All Required
9	General Excavation	Cu. Yd.	$1,680.00	$788.08	-53%	All Required
10	Emb. in Place	Cu. Yd.	$29,010.00	$23,853.90	-18%	All Required
12	Trench Excavation	Cu. Yd.	$1,875.00	$2,282.10	+22%	Required to finish proj.
14	Watering	M-Gal.	$2,800.00	$1,153.00	-59%	All Required
15	Aggr. Base	Ton	$81,600.00	$98,062.60	+20%	Required to finish proj.
17	Asphalt cement in Mix	Ton	$124,800.00	$102,632.40	-18%	Mix Design required less Asphalt
18	Asphalt in Tack Coat	Ton	$3,750.00	$8,485.50	+126%	Required to finish proj
19	Conc. in Collars & Footings	Cu. Yd.	$7,600.00	$6,296.00	-17%	All Required

(Con't)

20	Reinf. in Collars & Footings	Lb.	$950.00	$827.10	-13%	All Required
27	Loose Rip Rap	Cu. Yd.	$1,650.00	$1,234.00	-25%	All Required
28	Roadside seeding and Mulching	Acre	$1,500.00	$2,385.00	+59%	Additional required to finish proj.

8 1/2

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: OCHOCO HWY. - OCHOCO RANGER STA.		WEEK ENDING: January 26, 1980
		SECTION PREFIX: ~~[illegible]~~ 507-1046
HIGHWAY: OCHOCO RANGER STA. RD		COUNTY: CROOK
NAME OF JOB: OCHOCO HWY. - OCHOCO RANGER STA.	KIND OF WORK: Grading, paving & Culvert	
CONTRACTOR: Roy L. Houck Construction Co.	CONTRACT NUMBER: 8942	FEDERAL AID PROJECT NUMBER: RS - B378(2)
DATE OF CONTRACT: June 1, 1979	DATE WORK STARTED: July 16 1979	ESTIMATED COMPLETION DATE: 10 - 31 - 79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 10 - 31 - 79	PERCENT OF TIME ELAPSED: 99 1/2
PROJECT AUTHORIZATION: $705,799.75	ENGINEERING AUTHORIZATION: $55,966.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $649,833.25	ENGINEERING COST TO DATE: $32,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $649,833.25		DATE PROJECT WAS COMPLETED: 10-30-79
ESTIMATED PERCENT: [illegible] UNDERRUN 4 %	PERCENT OF AUTHORIZATION 57 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		8.41			8.41
MILES PARTIALLY COMPLETED		0			0
MILES COMPLETED		8.41			8.41
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,600 Cu.Yd	10,000Ton			18,500Ton
TOTAL QUANTITIES CORRECTED TO DATE	7,000 Cu.Yd.	10,000Ton			18,500Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,951	12,258			19,572
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 28 1980
CONSTRUCTION BRANCH

Keasey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted Semi-Final Data To Region Office

1-25-80

RECEIVED

SIGNED W. W. Robertson LOCATION Bond

by Tom Eganis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

#8942

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12 - 6 - 79

FEDERAL AID PROJECT NO.: RS-B378(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80280

COUNTY NAME: Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY DIV
DEC 11 '79
REFER TO
FOR
Init. | Init. | Dist. | Dist. | Sup. | Asst. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-6-79	Secondary B378	County Road

GENERAL LOCATION:

Ochoco Highway - Ochoco Ranger Station

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 29, 1979 I approve the revised preliminary engineering costs to a TEC of $30,000 with Federal participation limited to $25,740. (Increase TEC $5,000 - Federal Funds $4,290.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-6-79	[signature]	for Division Administrator

FORM FR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-011

8942

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 6-148	FEDERAL-AID PROJECT AGREEMENT 6-14-79	Oregon
		County Crook
		Project No. RS-B378(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jct. US26 15.4 mi. E. of Prineville, E. 8.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-30-79	8.416
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 694,449.00	$611,809.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

xx For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUN 14

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 7, 1979

Federal Aid Project
No. RS-B378(2)

Ochoco Highway-Ochoco Ranger Sta. Section
Ochoco Ranger Sta. County Road
Crook County

Project agreement estimate.

Type Code 6201
Roadway (Sta. 3+32 thru Eq. Sta. 182+00 = 1067+30 thru Eq. Sta. 1072+50 = Sta. 536+00 to Sta. 796+50)

Furnishing Field Laboratory	1	Each	2,000.00	$ 2,000.00
Mobilization	All	Required		41,500.00
Temporary Protection and Direction of Traffic	All	Required		8,500.00
Temporary Signs	587	Sq.Ft.	5.00	2,935.00
Temporary Barricades	6	Each	100.00	600.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	475	Lin.Ft.	10.00	4,750.00
Flagmen	650	Hour	1.00	650.00
Removal of Structures and Obstructions	All	Required		1,000.00
General Excavation	210	Cu.Yd.	8.00	1,680.00
Embankment in Place	9,670	Cu.Yd.	3.00	29,010.00
Toe Trench Excavation	15	Cu.Yd.	25.00	375.00
Trench Excavation	125	Cu.Yd.	15.00	1,875.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Watering	280	M-gal.	10.00	2,800.00
Aggregate Base	10,200	Ton	8.00	81,600.00
Class "B" Asphalt Concrete Mixture	18,500	Ton	11.15	206,275.00
Asphalt Cement in Mixture	1,200	Ton	104.00	124,800.00
Asphalt in Tack Coat	25	Ton	150.00	3,750.00
Concrete in Collars and Footings	38	Cu.Yd.	200.00	7,600.00
Reinforcement in Collars and Footings	1,900	Lb.	0.50	950.00
Structural Plate Arch	92	Lin.Ft.	200.00	18,400.00
30-inch Culvert Pipe	26	Lin.Ft.	30.00	780.00
Guard Rail, Type 2A	2,800	Lin.Ft.	11.50	32,200.00
Guard Rail Anchors, Type 1	14	Each	225.00	3,150.00
Rail End Pieces, Type C	14	Each	130.00	1,820.00
Extra for Asphalt Approaches	14	Each	150.00	2,100.00
Loose Riprap, Class 50	165	Cu.Yd.	10.00	1,650.00
Roadside Seeding and Mulching	1	Acre	1,500.00	1,500.00
				$586,250.00

Oregon State Highway Division
Salem, Oregon, June 7, 1979

Federal Aid Project
No. RS-B378(2)

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,200.00
Temporary Erosion Control	All Required	2,000.00
On-the-Job Trainees	All Required	800.00
Payment to U.S. Forest Service	All Required	21,600.00
		$ 25,600.00
	Subtotal	$611,850.00
	Engineering	82,599.00
	Total	$694,449.00

Length of Roadway - - - - - - - - - 8.416 Mi.
Cost of Roadway Per Mile- - - - $82,515.32

Work Retained in Program Status
(Not included in amounts below.)

Asphalt Cement Adjustment	All Required	$ 9,000.00

Federal Funds (88.1%) -	$611,809.00
State Funds -	41,320.00
County Funds- -	41,320.00
Total	$694,449.00

Group 1 - 100%
Contract No. 8942
Prefix 507-1985
Prefix 507-1046

Oregon State Highway Division
Salem, Oregon, June 7, 1979

Federal Aid Project
No. RS-B378(2)

Ochoco Highway-Ochoco Ranger Sta.
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

1 HM

Section Ochoco Hwy. - Ochoco R.S. Programming Estimate $ 28,000

Highway FAS B378 5-29-79 Project Length 8.41 mi.

County Crook Completion Time NLT Oct. 31, '79

Kind of Work Grading, Paving and Culvert

Prefix 507-1985 FA Project No. RS-B378(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		618,669 50 ~~600,169 50~~ $ ~~600,007 50~~
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	$ 1,200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	2,000	
State Furnished Asphalt Cement Adjustment	9,000	35,600 00 ~~$ 26,600 —~~ added by Central 4-30-79 TE Brisher
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees	800	
State Responsibility for Damages	1,000	
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
~~Adjust Utilities~~		
Haul Road Maint. Fee	21,600 ?	
		654,269 50 ~~645,269 50~~ 626,769 50
Misc. Permit Fees		
Contingencies (4-1/2%)	29,442 13 ~~29,057 13~~ ~~28,204 63~~	~~$ 626,607 50~~ ~~28,197 39~~
Engineering (9%)	58,884 26 ~~58,074 24~~ ~~56,409 26~~	~~56,394 68~~
~~SUBTOTAL~~		$
Credit for		
Estimated Net Authorization, Construction		$ ~~711,199 53~~ ~~711,385 39~~ ~~732,380 89~~ 742,595 89

APPROVED

J W Weinstein
Road Design Engineer

Est. Const. Cost 742,595.89
Est PE Costs 27,000.00
Total 769,595.89

49.4 * 769,595.89 = $46,175.7

(15)

Section Ochoco Hwy. - Ochoco R.S. Programming Estimate $ 23,000

Highway FAS B378 Project Length 8.41 mi.

County Crook Completion Time NLT Oct. 31, '79

Kind of Work Grading, Paving and Culvert

Prefix 507-1985 FA Project No. RS-B378(2)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5/2/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Data Proc.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storerooms	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 4
FHWA	Photography	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: John Nagodra

FROM: Proj. Mgmt.

COMMENTS: Please inform the county of these added charges.

Form 735-6002 (7/78)

INSTRUCTION AUTHORIZATION

618,669 50
~~600,169 50~~
$ ~~600,001~~ —

Contract Amount

	$1,200
	2,000
	2,000
	800
	1,000
	21,600 ?

8942

May 25, 1979

Crook County Court
Courthouse
Prineville, Oregon 97754

Attn: Hon. Dick Hoppes
County Judge

Gentlemen:

On May 24, 1979 a satisfactory bid was received from Ray L. Houck, Construction Company, 2705 Lancaster Dr. N.E., Salem, Oregon 97303 for the Ochoco Hwy.-Ochoco Ranger Station Section on ROS 1378.

Based upon the contractor's bid the county's advance deposit will be:

Bid Items	$586,250.00
Pavement Striping	1,200.00
Erosion Control	2,000.00
Asphalt Cement Adjustment	9,000.00
On Job Training	800.00
State responsibility for damages	1,000.00
Rural Road Maintenance Fee	21,600.00
4 1/2% Contingencies	27,983.25
9% Engineering	55,956.50
Est. Construction Costs	$705,790.75
Est. PE Cost	28,000.00
Est. R/W Costs	3,500.00
Est. Project Cost	$737,290.75
County's share will be 6% of $737,290.75	44,237.99
Less 2% Advance Deposit	910.00
COUNTY'S SHARE	$ 43,327.99

By rounding the County's Advance deposit will be $43,300.00.

Recd 6/1/79 Told Ed Haury & Region

604,987
24,640
3,000

Please make your check in the amount of $43,200.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 15, 1979.

Very truly yours,

D. K. Swan
Federal Aid Engineer

DKS:pf

bcc w/AD # 636: Vern Skoog - Please return completed AD # 636 when check is received.
Region 4 Federal Aid Engineer John Hagedorn

89 of 2

5-2-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
R 378(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90157

COUNTY NAME
Crook

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Received 5/16/79 owing to Memorial

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-30-79	5-2-79	Secondary B378
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
Ochoco Highway - Ochoco Ranger Station

GENERAL DESCRIPTION OF WORK:
advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated April 25, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—651-886

				TOT	PI		337.12	**	9,127.47	**	9,168.98	**
			** JOB TOTALS **				337.12	**	9,127.47	**	9,168.98	**

X

OCHOCO RNGR STA RD-OCHOCO HY CONT NO FA PROJ NOS RS 378001 100 STATE

507	1985	296	00	N	9		11,810.00CR	11,810.00CR
507	1985	297	00	N	9		660.00	660.00
507	1985	298	00	N	9		11,150.00	11,150.00
507	1985	901	00	P	1	57.60	7,413.19	7,706.19
507	1985	905	00	P	1	393.27	8,211.38	8,211.38
507	1985	906	00	P	1	.78	1,626.90	1,626.90
507	1985	909	00	P	1		851.64	851.64
507	1985	910	00	P	1	139.60	4,204.22	4,204.22
507	1985	911	00	P	1		74.94	124.90
507	1985	913	00	P	1		189.79	189.79
507	1985	914	00	P	1	58.23	58.23	58.23
507	1985	918	00	P	1		1,542.36	1,542.36

14-79

TOTAL TO DATE JOB COST SUMMARY APRIL 1979 PAGE 763

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	507	1985	920	00	P 1	47.64	59.78	59.78
	507	1985	921	00	P 1	486.24	1,308.26	1,308.26
	507	1985	922	00	P 1	36.88	115.16	115.16
	507	1985	922	00	N 1		7.13	7.13
	507	1985	923	00	P 1		104.31	104.31
	507	1985	926	00	P 1		1,179.38	1,179.38
			TOT		P1	1,220.24	26,939.54	27,282.60
			TOT		N1		7.13	7.13
			** JOB TOTALS **			1,220.24 **	26,946.67 **	27,289.63 **

HUNTER CRK BR COUNTY RD CONT NO FA PROJ NOS RS 109001 100 00 STATE

508	1917	296	00	N	9		1,122.48CR	10,553.48CR
508	1917	298	00	N	9		1,122.48	10,553.48
508	1917	901	00	P	1			290.23
508	1917	906	00	P	1			466.80
508	1917	905	00	N	1			4.75
508	1917	906	00	P	1			866.70
508	1917	907	00	P	1			8,091.77
508	1917	910	00	P	1			2,080.36
508	1917	920	00	P	1			59.85
508	1917	921	00	P	1			370.16
508	1917	924	00	P	1			53.88
508	1917	950	00	P	1			25.66
		TOT		P1				12,309.39
		TOT		N1				4.75
		** JOB TOTALS **					**	12,309.14 **

8942

Section O'Chow Hwy - O'Chow Ranger Sta Programming Estimate $ 711,199

Highway FAS B378 Project Length 8.41 mi.

County Crook Completion Time 160 CWD

Kind of Work Grading, Paving and Culvert

Prefix 507-1985 FA Project No. RS-B378(2)

STRUCTION AUTHORIZATION

ract Amount $ 600,007 50

May 24 Letting revised 4-17

$ 26,600 00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4/19/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storerooms	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 4
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: John Hagedorn

FROM: Proj. Mgt.

COMMENTS: Please inform the County.

Form 731-0888 (7/78) SP*70402-734

	$ 1,200
	2,000
	800
	1,000
	21,600
Misc. Permit Fees	

	$ 626,607 50
Contingencies (4-1/2%)	28,197 34
Engineering (9%)	56,394 68
~~SUBTOTAL~~	$
Credit for	
Estimated Net Authorization, Construction	$ 711,199 52

APPROVED

Road Design Engineer

Est. PE Costs (includes Eng. Costs)	26,069.39
Est. total Project Cost	$ 737,268.91
6% of $ 737,268.91 =	44,236.13
Less PE Advance Deposit	910.00
Est. County share of Costs	$ 43,326.13

Sheet 1 of 2

~~SUMMARY—BID SCHEDULE—COST ESTIMATE~~ Date April 6, 1979

Section Ochoco Hwy.-Ochoco Ranger Sta. County Crook

Kind Of Work Grading, Paving, Culvert Length 8.41 mi. Name Bricher

4-16-79 S

Item	Code	Unit	Quant.	Unit Cost	Total
Furnishing Field Laboratory		Each	1	—	2,500.00
Mobilization (8%)		All	All		45,000
Temporary Protection and Direction of Traffic		All	All	—	7000.00
Temporary Signs		Sq. Ft.	560	6.00	3,360
Temporary Barricades		Each	6	125.00	750
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	475	8.00	3,800
Flagmen		Hour	~~450~~ 650	21.00	13,650
ROADWORK					
Removal of Structures and Obstructions		All	All	—	3,000.00
General Excavation		Cu. Yd.	210	10.00	2,100
Embankment in Place		Cu. Yd.	9,670	3.75	36,262.50
Toe Trench Excavation		Cu. Yd.	15	20.00	300
Trench Excavation		Cu. Yd.	125	10.00	1,250
Finishing Roadbed and Slopes		All	All	—	1,000.00
Watering		M.-Gal.	280	8.00	2,240
Aggregate Base		Ton	10,200	6.00	61,200

OREGON STATE HIGHWAY DIVISION

~~SUMMARY—BID SCHEDULE—COST ESTIMATE~~

Sheet 2 of 2

Date April 6, 1979

Section Ochoco Hwy. - Ochoco Ranger Sta. County Crook

Kind Of Work Grading, Paving, Culvert Length 8.41 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Class "B" Asphalt Concrete Mixture		Ton	18,500	11 00	203,500 -
Asphalt Cement in Mixture		Ton	1,200	113 00	135,600 -
Asphalt in Tack Coat		Ton	25	200 00	5,000 -
Concrete in Collars and Footings		Cu. Yd.	38	300 00	11,400 -
Reinforcement in Collars and Footings		Lb.	1,900	0 75	1,425 -
Structural Plate Arch		Lin. Ft.	92	175 00	16,100 -
30-inch Culvert Pipe		Lin. Ft.	26	35 00	910 -
Guard Rail, Type 2A		Lin. Ft.	2,800	11 00	30,800 -
Guard Rail Anchors, Type 1		Each	14	300 00	4,200 -
Rail End Pieces, Type C		Each	14	140 00	1,960 -
Extra for Asphalt Approaches		Each	14	100 00	1,400 -
Loose Riprap, Class 50		Cu. Yd.	165	20 00	3,300 -
Roadside Seeding and Mulching		Acre	1	1,000 00	1,000 -

	505	1934	920	00 P 1			12.14	12.14
	505	1934	923	00 P 1			326.79	326.79
			TOT	P1		49.39	8,790.35	8,821.80
			** JOB TOTALS **			49.39 **	8,790.35 **	8,821.80 **

OCHOCO RNGR STA RD-OCHOCO HY CONT NO FA PROJ NOS RS 37800F 100 STATE

507	1985	296	00 N 9			11,810.00CR	11,810.00CR
507	1985	297	00 N 9			660.00	660.00
507	1985	298	00 N 9			11,150.00	11,150.00
507	1985	901	00 P 1			7,355.59	7,648.59
507	1985	905	00 P 1		964.63	7,818.11	7,818.11
507	1985	906	00 P 1		265.86	1,626.12	1,626.12

R/W

TOTAL TO DATE JOB COST SUMMARY — MARCH 1979 — PAGE 748

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	507	1985	909	00 P	1		861.64	861.64
	507	1985	910	00 P	1	122.75	4,064.62	4,064.62
	507	1985	911	00 P	1		74.90	124.90
	507	1985	913	00 P	1	4.00	189.79	189.79
	507	1985	918	00 P	1	19.82	1,542.36	1,542.36
	507	1985	920	00 P	1		12.14	12.14
	507	1985	921	00 P	1	822.02	822.02	822.02
	507	1985	922	00 P	1	27.18	78.28	78.28
	507	1985	922	00 N	1	7.13	7.13	7.13
	507	1985	923	00 P	1		104.31	104.31
	507	1985	926	00 P	1	122.50	1,179.38	1,179.38
			TOT	P1		2,348.76	25,719.30	26,062.26
			TOT	N1		7.13	7.13	7.13
			** JOB TOTALS **			2,355.89 **	25,726.43 **	26,069.39 **

HUNTER CRK BR COUNTY RD CONT NO FA PROJ NOS BS 109001 100 00 STATE

508	1917	296	00 N 9			1,122.48CR	10,553.48CR
508	1917	298	00 N 9			1,122.48	10,553.48
508	1917	901	00 P 1				290.23
508	1917	905	00 P 1				466.80
508	1917	905	00 N 1				1.76
508	1917	906	00 P 1				866.70
508	1917	907	00 P 1				8,091.77
508	1917	910	00 P 1				2,080.34
508	1917	920	00 P 1				59.85
508	1917	921	00 P 1				370.16
508	1917	923	00 P 1				63.88
508	1917	926	00 P 1				28.66
		TOT	P1				12,304.39
		TOT	N1				1.76
		** JOB TOTALS **				**	12,306.15 **

			TOT	P1		49.39		8,790.35		8,821.80	
			** JOB TOTALS **			49.39	**	8,790.35	**	8,821.80	**

OCHOCO RNGR STN RD-OCHOCO HY CONT NO FA PROJ NOS RE 127008E 100 STATE

507	1985	296	00	N	9		11,810.00CR	11,810.00CR
507	1985	297	00	N	9		660.00	660.00
507	1985	298	00	N	9		11,150.00	11,150.00
507	1985	901	00	P	1		7,355.59	7,648.59
507	1985	905	00	P	1	964.63	7,818.11	7,818.11
507	1985	906	00	P	1	265.86	1,626.12	1,626.12

R/W

TOTAL TO DATE JOB COST SUMMARY — MARCH 1979 — PAGE 748

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	507	1985	909	00	P 1		861.64	861.64
	507	1985	910	00	P 1	122.75	4,064.62	4,064.62
	507	1985	911	00	P 1		74.94	124.90
	507	1985	913	00	P 1	4.00	189.79	189.79
	507	1985	918	00	P 1	19.82	1,542.36	1,542.36
	507	1985	920	00	P 1		12.14	12.14
	507	1985	921	00	P 1	822.02	822.02	822.02
	507	1985	922	00	P 1	27.18	78.28	78.28
	507	1985	922	00	N 1	7.13	7.13	7.13
	507	1985	923	00	P 1		104.31	104.31
	507	1985	926	00	P 1	122.50	1,179.38	1,179.38
			TOT	P1		2,348.76	25,719.30	26,062.26
			TOT	N1		7.13	7.13	7.13
			** JOB TOTALS **			2,355.89	** 25,726.43	** 26,069.39 **

HUNTER CRK BR COUNTY RD CONT NO FA PROJ NOS RE 109001 100 00 STATE

508	1917	296	00	N	9		1,122.48CR	10,553.48CR
508	1917	298	00	N	9		1,122.48	10,553.48
508	1917	901	00	P	1			290.23
508	1917	905	00	P	1			465.80
508	1917	905	00	N	1			4.75
508	1917	906	00	P	1			866.70
508	1917	907	00	P	1			8,091.77
508	1917	910	00	P	1			2,080.34
508	1917	920	00	P	1			59.85
508	1917	921	00	P	1			370.16
508	1917	923	00	P	1			63.88
508	1917	926	00	P	1			25.66
		TOT	P1					12,309.39
		TOT	N1					4.75
		** JOB TOTALS **					**	** 12,309.14 **

8992

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-30-79

FEDERAL AID PROJECT NO. RS-B378(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90157

COUNTY NAME Crook

PROGRAM STAGE (Check) ☐ 1.

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO Maebrueg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-30-79	3-30-79	Secondary B378	County Road

GENERAL LOCATION:

Ochoco Highway - Ochoco Ranger Station

GENERAL DESCRIPTION OF WORK:

High Type Pavement and Culvert

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 21, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $778,000 - Federal Funds $685,400, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-30-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8942

507

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

3-22-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B 378( )
Project Name Ochoco Hwy. - Ochoco Ranger Station Section
Ochoco Ranger Station Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 22nd day of March, 1979

All necessary right of way acquired by the Oregon State Highway Division on behalf of Crook County.

County of Crook.

Certified By:

Harold Brainerd
Regional Right-of-Way Supervisor
Date 3-22-79

County Judge/Chairman

Commissioner

Commissioner

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 26 1979

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

TAA Reynolds File: PM FA LG OP

8742

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

March 21, 1979

FILE: 507-1985

R. J. VanCleave by pw

FROM: R. J. VanCleave
Region Geologist

SUBJECT: USFS Material Source
Ochoco Hwy-Ochoco Ranger Sta.
FAS B-378, Crook County

TO: J. H. Versteeg
Head of Engineering

ATTN: Fred Erikson

Attached is the Mineral Materials Permit and a Road Use Permit for the prospective source on the above project.

Attention should be taken to include all of the special clauses 9-36 in our contract. Also, on the Road Use Permit, the required road maintenance by our contractor should be included. The $.60/Ton, or estimated $21,600.00 maintenance fee for hauling over Road 1222 will have to be made an anticipated item, or a statement put in the contract to withhold this amount by deduction from partial payment made to the contractor.

The permit expires October 31, 1979, so this project should have a completion date by this time.

RJV:pw
Enclosures

Versteeg
Anderson
Christenson
Olson
Sullivan Copy
Terpin
Trout Copy
Wakerlig

RECEIVED
MAR 22 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

REFERRED TO

Beard Staudenmeyer
Cole Semple
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

MINERAL MATERIALS PERMIT

Pursuant to the authority of the Act of July 31, 1947, as amended (61 Stat. 681, 64 Stat. 571, 69 Stat. 367, 43 U.S.C. 1185), and regulations thereunder set forth in 36 CFR 251.4 (20 F. R. 5724), permission is hereby granted under the terms and conditions hereof, to Oregon State Highway Division

(Full name of person, firm or corporation)

of Bend, Oregon

(Complete address)

~~for a period of _____ years from date hereof,~~ to extract, remove and dispose of the following mineral material: 1/ 20,000 cubic yards of rock

on the following described lands in the State of Oregon:

Walton Lake Rock Pit - NW¼, Section 22, T. 13S., R. 20E., W.M.

containing 15 acres, more or less, together with the right to construct and maintain thereon such structures and other facilities as may be necessary for the extraction and removal of said mineral materials.

This permit is granted subject to the following conditions:

1. Minimum Annual Payment. The permittee shall pay to the Forest Service, U.S. Department of Agriculture, annually and in advance, the sum of $ Free under 36 CFR 251.4.

~~2. Royalty. (a) The permittee shall pay in addition to the minimum annual payment provided in clause 1 above, except as hereinafter provided, a royalty on materials extracted or removed at the following rates:~~

1/ If the permit is for a fixed quantity, that quantity should be stated as well as the kind or kinds of material.

Kind of Material	:	Unit of Measure	:	Royalty per Unit
	:		:	

~~Such royalty shall be paid not later than thirty days after submission by the permittee at the end of each three months' period, beginning on the date of the issuance of this permit, of a written statement certifying the quantity of materials extracted during such period and for which royalties have accrued. The quantity shall be determined on the basis of _____~~

~~. If the Forest Service does not approve the statement submitted by the permittee, the quantity to be paid for shall be as determined by the Forest Service.~~

~~(b) After production begins, the minimum annual payment shall be credited on the royalty payments for the year and for each year thereafter, but no part of a minimum annual payment for one year shall be carried over as a credit against royalties accruing in any subsequent year.~~

~~(c) The permittee shall maintain with the Forest Service at all times a deposit which, with the minimum annual payment, shall be sufficient in the judgment of the Forest Service to meet as they come due all royalty charges payable to the United States.~~

~~3. Bond. (a) The permittee shall furnish and maintain a bond in the sum of $_____ conditioned upon compliance with the terms and conditions of this permit.~~

~~(b) Whenever any bond furnished under the permit shall be found unsatisfactory, the Forest Service may require a new bond which shall be satisfactory to it.~~

4. Operation and Production. Operations under this permit shall begin within two months after the date hereof and shall be prosecuted diligently. ~~Except with the written consent of the Forest Service, operations shall not cease for longer periods than six months.~~

5. Termination. 1/ This permit may be terminated upon breach of any of the conditions herein or at the discretion of the Regional Forester.

6. The rights and duties of the Forest Service under this permit as herein expressed will be exercised or discharged by the Forest Supervisor or by such Forest Officer as he may designate to supervise the operations herein authorized.

1/ For noncompetitive sales, use this clause and delete section 13 of Standard Terms and Conditions, Form 2800-7b. For competitive sales, use section 13 and delete section 5.

7. Settlement. (a) The permittee agrees that any money advanced or deposited under this permit may, upon failure on his part to fulfill all and singular the requirements set forth in this permit or made a part hereof, be retained by the Forest Service to be applied toward the satisfaction of his obligations assumed under this permit without prejudice to any other rights and remedies of the Forest Service.

(b) If obligations of the permittee under this permit, other than the removal of material, have not been fully discharged by the termination date, or as adjusted or extended, the Forest Service shall notify the permittee in writing of the specific work to be done in final satisfaction of such obligations under this permit. The permittee requests that, unless the permittee denies responsibility for any or all of such work within thirty (30) days of the date of such notice, the Forest Service performs such undenied work for the permittee under the provisions of section 5 of the Act of April 24, 1950 (64 Stat. 83, 16 U.S.C. 572), to the extent that funds to cover the cost thereof are provided by the permittee, and the permittee authorizes the transfer to the cooperative work fund for this purpose of any balances to his credit under this permit.

8. Standard Terms and Conditions and Special Clauses. The rights of the permittee shall be subject to the standard terms and conditions and to the special clauses 9 to 36, which are attached hereto and made a part hereof.

UNITED STATES OF AMERICA

Date 3/21/79 By James H Logan
(Name)
Acting Forest Supervisor
(Title)

This permit is accepted subject to all its terms and conditions, and the permittee hereby agrees to comply therewith.

Date 3/21/79 Oregon State Highway Div
(Permittee)

By R. J Van Cleave
(Name)
Region Geologist
(Title)

9. Permittee may set up and operate a rock crusher, pugmill, scales, and test trailer at sites designated by the Forest Service.

10. Work under the permit shall not begin until permittee furnishes the Forest Service with training and operating plans for the proposed extraction which are approved by the Mine Safety and Health Administration.

11. Any material remaining upon completion of the project shall become the property of the United States Government, and shall be stockpiled at a location on the site designated by the Forest Service.

12. The permittee shall restrict all parking to areas approved by the Forest Service.

13. No signs or advertising devices shall be erected on the area covered by this permit, or highways leading thereto, without prior approval by the Forest Service as to location, design, size, color, and message. Erected signs shall be maintained or renewed as necessary to neat and presentable standards.

14. If during excavation work, items of historic or prehistoric sites, buildings, objects, and properties related to American History, architecture, archaeology and culture, such as settler or Indian artifacts, protected by American Antiquities Act of 1906, (16 USC 431-433), National Historic Preservation Act of 1966 (16 USC 470) and Executive Order 11593 (1971) are discovered, the permittee will cease excavation in the area so affected. The permittee will then notify the Forest Service and will not resume excavation until written approval is given.

The permittee is responsible for compliance with these laws. The permittee will be responsible for the protection or salvage of such discovery, or alteration of project plans to avoid disturbing the discovery, as determined necessary by the Forest Service after consultation with the permittee.

15. This permit shall not be exclusive. The Forest Service reserves the right to use or permit others to use any part of the permitted area for any purpose, provided such use does not interfere with the rights and privileges hereby authorized.

16. This permit is for the occupancy of land for the purposes stated and does not provide for the furnishing of road maintenance, water, fire protection, or any other such service by a Government agency, utility, association, or individual.

17. Topsoil shall be stripped from the permitted area and be deposited in storage piles apart from excavated material, as shown on the attached Aggregate Source Plan which is made a part of this permit.

18. The permittee shall perform all work with explosives in such a manner as not to endanger life or property. All storage places for explosives and flammable material shall be marked "DANGEROUS". The method of storing and handling explosives and flammable materials shall conform to recommended procedures contained in the "Blasters Handbook", published by E.I. du Pont de Nemours & Co., and in all Federal, State, and local laws and regulations.

19. Only electronic detonators shall be used for blasting.

In the use of explosives, the permittee shall exercise the utmost care not to endanger life or property and shall comply with the requirements of the Forest Service. The permittee shall be responsible for any and all damages resulting from the use of explosives and shall adopt precautions that will prevent damage to surrounding objectives. The permittee shall furnish and erect special signs to warn the public of his blasting operations. Such signs shall be placed and maintained so as to be clearly evident to the public during all critical periods of the blasting operations, and shall include a warning statement to have radio transmitters turned off.

All explosives shall be stored in a secure manner, in compliance with local laws and ordinances, and all such storage places shall be marked "DANGEROUS - EXPLOSIVES". Where no local laws or ordinances apply, storage shall be provided satisfactory to the Forest officer in charge and in general not closer than 1,000 feet from the road or from any building or camping area.

When using explosives, the permittee shall adopt precautions which will prevent damage to landscape features and other surrounding objectives. When directed by the Forest officer in charge, trees within an area designated to be cleared shall be left as a protective screen for surrounding vegetation during blasting operations. Trees so left shall be removed and disposed of after blasting has been completed. When necessary, and at any point of special danger, the permittee shall use suitable mats or some other approved method to smother blasts.

20. Permittee shall have one portable toilet on the site for each 10 or fewer persons working at the site. Toilets will be located at sites designated by the Forest Service.

Waste from the toilet(s) shall be disposed of at a State approved site.

21. The permitted area will be maintained to present a clean, neat, and orderly appearance. Trash, debris, unusable machinery, improvements, etc., will be disposed of currently. Building materials, firewood, etc., will be neatly stacked.

22. The permittee shall dispose of refuse resulting from this use, including waste materials, oil, garbage, and rubbish of all kinds, in the following manner, and shall guard the purity of streams and living waters. Haul all refuse to the county land fill.

23. Avalanches, rising waters, high winds, falling limbs or trees, and other hazards are natural phenomenons in the forest that present risks which the permittee assumes. The permittee has the responsibility of inspecting his site, lot, right-of-way, and immediate adjoining area for dangerous trees, hanging limbs, and other evidence of hazardous conditions and, after securing permission from the Forest Service, of removing such hazards.

24. No waste or byproducts shall be discharged if it contains any substances in concentrations which will result in substantial harm to fish and wildlife, or to human water supplies.

Storage facilities for materials capable of causing water pollution, if accidentally discharged, shall be located so as to prevent any spillage into waters, or channels leading into water, that would result in substantial harm to fish and wildlife or to human water supplies.

25. During the performance of this permit, the permittee agrees:

In connection with the performance of work under this permit, including construction, maintenance, and operation of the facility, the permittee shall not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin.

The permittee and his employees shall not discriminate by segregation or otherwise against any person on the basis of race, color, religion, sex or national origin by curtailing or refusing to furnish accommodations, facilities, services, or use privileges offered to the public generally.

The permittee shall include and require compliance with the above non-discrimination provisions in any subcontract made with respect to the operations under this permit.

Signs setting forth this policy of nondiscrimination to be furnished by the Forest Service will be conspicuously displayed at the public entrance to the premises, and at other exterior or interior locations as directed by the Forest Service.

26. Nothing in this permit shall be construed to imply permission to build or maintain any structure not specifically named in this permit, or approved by the Forest Service in writing.

27. The permittee shall take reasonable precautions to prevent pollution of or deterioration of lands or waters which may result from the exercise of the privileges extended by this permit.

28. The permittee shall protect the scenic esthetic values of the area under this permit, and the adjacent land, as far as possible with the authorized use, during construction, operation, and maintenance of the improvements.

29. The permittee shall indemnify the United States against any liability for damage to life or property arising from the occupancy or use of National Forest lands under this permit.

30. The permittee shall develop and reclaim the pit according to the attached Aggregate Source Plan. Any changes will require prior written approval from the Forest Service.

31. The permittee shall load and unload all equipment used in the operation on the site.

32. The permittee shall cease all industrial operations such as crushing, mixing, equipment operation, blasting, etc. during the periods 5 p.m. Friday to 7 a.m. Monday and from 5 p.m. the day preceding holidays to 7 a.m. of the first day following the holiday.

33. The designated water sources for this project are Ochoco Creek, Howard Creek, or on site. Under no circumstances will water be obtained from Walton Lake.

34. Permittee shall furnish the Forest Service an "as built" plan of the aggregate source at the completion of the project. This shall include, but not be limited to, a planimetric map showing the pit and its relation to other topographic features and the coordinate system shown on the Aggregate Source Plan.

35. The permittee shall comply with all requirements contained in the attached Fire Protection and Suppression form (Form R6-6320-59a, consisting of 6 pages) which is made a part of this permit.

36. This permit is issued with the understanding and on the condition that unless sooner terminated or revoked for cause, it will expire on October 31, 1979.

STANDARD TERMS AND CONDITIONS

(Preference Right Lease or Mineral Materials Permit)

Section 1. ***Good Operational and Conservation Practice.*** **The lessee (permittee) shall:**

(a) Conduct all operations authorized by this lease (permit) with due regard for good land management, not cut or destroy timber without first obtaining permission from the Forest Service, pay for all such timber cut or destroyed at the rates prescribed by it, and avoid unnecessary damage to improvements, timber, crops, or other cover.

(b) Not clear or use the land for roads, other works or structures necessary for the enjoyment of this lease (permit) until a plan of construction or development covering such use of the premises has been approved by the Forest Service. In the location, design, construction, and maintenance of all authorized roads, works or structures and in operations under this lease (permit), the lessee (permittee) shall do all things reasonably necessary to prevent or reduce to the fullest extent scarring and erosion of the land, pollution of the soil and water resources and any damage to the watershed. Where construction, operation, or maintenance of any of the facilities under this lease (permit) causes damage to the watershed or pollution of the soil or water resources, the lessee (permittee) shall repair such damage and take such corrective measures to prevent further pollution or damage to the watershed as are deemed necessary by the Forest Service.

Section 2. ***Safety.*** **The lessee (permittee) shall carry on all mining operations in a good and workmanlike manner and in compliance with all Federal and State laws and the regulations of the Secretary of Agriculture, having due regard for the health and safety of miners and other employees; and safeguard with fences, barriers, fills, covers, or other effective devices, any shafts, pits, tunnels, cuts, and other excavations which otherwise would unduly imperil the life, safety, or property of other persons.**

Section 3. ***Fire Precautions.*** **The lessee (permittee) shall do all in his power to prevent and suppress fires on the lease (permit) area and in its vicinity, and require his employees, contractors, and subcontractors to do likewise. Unless prevented by circumstances over which he has no control and to the extent possible the lessee (permittee) shall place his employees, contractors, and subcontractors at the disposal of the Forest Service for the purpose of fighting fires, with the understanding that they may become employees of the Forest Service during such period and be paid for firefighting services at current rates of pay established by the Forest Service for the said national forest for services of similar character: *Provided*, That the lessee (permittee) shall reimburse the Forest Service for the cost of suppressing any fires which the lessee (permittee), his employees, contractors or subcontractors caused in any manner or the origin or spread of which he or they could have prevented. During periods of serious fire danger, as may be specified by the Forest Service, the lessee (permittee) shall prohibit smoking and the building of camp and lunch fires by his employees, contractors, and subcontractors within the lease (permit) area except at established camps, and shall enforce this prohibition by all means within his power. However, the Forest Service may designate safe places where, after all flammable material has been cleared away, campfires may be built for the purpose of heating lunches and where, at the option of the lessee (permittee), smoking may be permitted. When in the judgment of the Forest Service the fire danger is of such serious nature that fires may result from the operation, the lessee (permittee) will close down operations upon request of the Forest Service for the period of such emergency. The lessee (permittee) shall not burn rubbish, trash, or other flammable material except with the consent of the Forest Service and shall not use explosives during the fire season except as authorized to do so or on areas approved by the Forest Service. The lessee (permittee) shall build or construct such fire lines or do such clearing on the lease (permit) area as the Forest Service decides is necessary for fire prevention and shall maintain such fire tools at his headquarters on the lease (permit) area as are deemed necessary by the Forest Service.**

Section 4. ***Roads; Utility Facilities.***

(a) The lessee (permittee) shall fully and currently repair all damage, other than ordinary wear and tear, to national forest or project roads and trails caused by the exercise of the privileges granted by this permit. No transportation of mineral materials shall be permitted on roads until drainage acceptable to the Forest Service is installed.

(b) The Forest Service shall have the right to use any road constructed by the lessee (permittee) under this lease (permit) for any and all purposes in connection with the protection and administration of the national forest or other lands under its jurisdiction.

(c) Truck roads constructed by the lessee (permittee) under this lease (permit) may be used by other parties in connection with other authorized uses of national forest, national grassland, or other lands administered by the Forest Service: *Provided*, That on nonpublic roads, such use shall not materially interfere with the operations of the lessee (permittee). On truck roads which the lessee (permittee) constructed or is required to maintain, such other parties using the roads for heavy hauling purposes, such as logging and mining, shall pay a fair share of the cost of construction and shall perform a fair share of such maintenance based on their use, or shall pay to the lessee (permittee) the cost of such fair share, as may be agreed upon by the parties concerned, subject to final determination by the Forest Service if the parties disagree.

(d) In all phases of construction and operations the lessee (permittee) shall protect, so far as practicable, all telephone lines, ditches, fences, and other improvements and, if such improvements are damaged by his operations under this lease (permit), he shall restore them promptly. When necessary by reason of the lessee's (permittee's) operations under this lease (permit), the Forest Service may require the lessee (permittee) to move any such telephone line or fence from one location to another.

Section 5. ***Cooperative Deposits.*** **All or portions of any work for fire prevention, road maintenance, restoration, or removal of improvements, revegetation or reforestation, control of erosion, for which the lessee (permittee) is responsible, may, upon written request of the lessee (permittee) and approval by the Forest Service, to be attached hereto and become a part hereof, be performed by the Forest Service on a basis of cooperation or assistance under Section 5, act of April 24, 1950 (64 Stat. 83; 16 U.S.C. 572). When the work is to be so performed the lessee (permittee) shall make advance deposits into the Cooperative Work Fund at such times and in such manner as requested by the Forest Service, the total deposits to be sufficient to cover the cost of the work, including necessary overhead charges: *Provided*, That deposits for the control of soil erosion may be used to maintain proper drainage of roads until they have become stabilized.**

Section 6. *Lessee's (Permittee's) Responsibility for Damages.* The lessee (permittee) shall [illegible] United States or its tenant, as the case may be, for any and all damages to or destruction of property caused by lessee's (permittee's) operations hereunder; and shall save and hold the United States or its tenants harmless from all damage or claims for damage to persons or property resulting from operations under this lease (permit).

Section 7. *Compliance With Regulations.* The lessee (permittee) shall comply with all the rules [illegible]ons of the Secretary of Agriculture governing the national forests, national grass lands, or other lands under his jurisdiction.

Section 8. *Local Agent.* The lessee (permittee) shall, unless otherwise authorized, prior to the beginning of operations appoint and maintain at all times during the term of this lease (permit), a local agent upon whom may be served written orders or notices respecting matters contained in this lease (permit), and to inform the Forest Service in writing of the name and address of such agent. If a substitute agent is appointed, the lessee (permittee) shall immediately inform the Forest Service.

Section 9. *Prior Uses and Claims; Other Uses.* This lease (permit) shall be subject to all privileges and uses heretofore duly authorized and all prior valid claims. It shall also be subject to any other lawful uses by the United States, its lessees, permittees, licensees, and assigns, provided that such uses shall not prevent, obstruct or unduly interfere with the lessee (permittee) in the exercise of any privileges granted hereby.

Section 10. *Inspection and Records.* The lessee (permittee) shall hold open at all times for inspection by a duly authorized representative of the Forest Service any books of account covering the operations conducted under this lease (permit) and the sale of materials obtained therefrom and keep such additional records and submit such additional reports as may be required by the Forest Service in the interest of the United States. He shall permit at all reasonable times inspection by any duly authorized representative of the Forest Service of the lease (permit) area and all improvements, works, machinery, equipment pertaining to operations and surveys or investigations under this lease (permit).

Section 11. *Performance by Other than Lessee (Permittee).* The acquisition or assumption by another party under an agreement with the lessee (permittee) of any right or obligation of the lessee (permittee) under this lease (permit) shall be ineffective as to the Forest Service unless and until the Forest Service shall have been notified of such agreement and shall have recognized and approved it in writing; and in no case shall such recognition or approval

(a) Operate to relieve the lessee (permittee) of the responsibilities or liabilities he has assumed hereunder; or

(b) Be given unless such other party
  (1) Is acceptable to the Forest Service as a lessee (permittee) and assumes in writing all of the obligations to the Forest Service under the terms of this lease (permit) as to the incomplete portion thereof, or,
  (2) Acquires the rights in trust as security and subject to such conditions as may be necessary for the protection of the public interests.

Section 12. *Suspension.* All or any part of the operations under this lease (permit) may be suspended by the Forest Service, by notice in writing, if the provisions of this lease (permit) are disregarded.

Section 13. *Termination.*

(a) The Forest Service may, upon reconsideration of the conditions existing at the date of this lease (permit) and in accordance with which the terms of this lease (permit) were fixed, and with the consent of the lessee (permittee), terminate this lease (permit), but in the event of such termination the lessee (permittee) shall be liable for any damages sustained by the United States arising from the lessee's (permittee's) operations hereunder.

(b) If the lessee (permittee) breaches any of the provisions of this lease (permit), the Forest Service may serve written notice of such breach upon the lessee (permittee) and if such breach is not remedied within thirty (30) days after such notice, the Forest Service may terminate this lease (permit).

Section 14. *Removal of Improvements.* Upon abandonment, relinquishment, termination, or cancellation of this lease (permit), the lessee (permittee) shall remove within a reasonable time all structures and improvements except those owned by the United States, and shall restore the site, unless otherwise agreed upon in writing or in this lease (permit). If the lessee (permittee) fails to remove all such structures or improvements within a reasonable period, they shall become the property of the United States, but that will not relieve the lessee (permittee) of liability for the cost of their removal and restoration of the site.

Section 15. *Officials not to Benefit.* No Member of, or Delegate to, Congress, or Resident Commissioner, shall be admitted to any share or part of this lease (permit) or to any benefit that may arise therefrom unless it is made with a corporation for its general benefit.

Section 16. *Covenant Against Contingent Fees.* The lessee (permittee) warrants that no person or agency has been employed or retained to solicit or secure this permit upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial agencies maintained by the permittee for the purpose of securing business. For breach or violation of this warranty, the Forest Service shall have the right to annul this lease (permit) without liability or, in its discretion, to require the lessee (permittee) to pay, in addition to the permit price or consideration, the full amount of such commission, percentage, brokerage, or contingent fee.

Section 17. *Nondiscrimination in Employment.*[1] See Clause 26.

~~[To be attached]~~

[1] Does not apply to transactions not exceeding $10,000.

U.S. GOVERNMENT PRINTING OFFICE 16—77026-1

FIRE PROTECTION AND SUPPRESSION

(EASTSIDE)

1. Fire Period and Normal Precaution

Specific fire prevention measures are listed below and shall be effective for the period April 1 to October 31 of each year. The Authorized Forest Service Representative, hereafter called the "AFSR," may change the dates of said period by advance written notice if conditions justify. Required tools and equipment shall be kept currently in serviceable condition and immediately available for initial attack on fires.

2. Fire Plan

Before starting any operations on the area, the purchaser, contractor, or permittee shall prepare a fire plan in cooperation with the AFSR providing for the prevention and control of fires on the project area.

3. Substitute Measures

The AFSR may authorize substitute measures on equipment or may waive specifc requirements during periods of low fire danger by notice in writing.

4. Emergency Measures

AFSR may require emergency measures, including the necessary closing down of equipment or portions of operations on the area during periods of fire emergency created by hazardous climatic conditions. Forest Service shall commensate purchaser, contractor, or permittee for requested standby services of equipment and personnel at firefighting rates common in the area.

a. Manpower

Purchaser, contractor, or permittee shall make available for employment by the Forest Service any or all of his manpower engaged in any operations under this contract, license or permit.

b. Equipment

Purchaser, contractor, or permittee shall make available for rental by the Forest Service any or all of his equipment suitable for firefighting engaged in operations under this contract, license, or permit.

5. Purchaser, contractor, or permittee shall, both independently and in cooperation with the Forest Service, take all reasonable action to prevent and suppress fires on the area. Independent initial action shall be prompt and shall include the use of all manpower and equipment at his disposal on the area.

6. Compliance with State Forest Laws

Listing of specific fire precautionary measures herein is not intended to relieve the purchaser, contractor, or permittee in any way from compliance with the State Fire Laws covering fire prevention and suppression equipment, applicable to operations under this contract.

7. Specific Fire Precautionary Measures are as follows:

a. Smoking.

Smoking shall be permitted only at the option of the purchaser, contractor or permittee. When smoking is allowed it shall be done in accordance with the appropriate Order issued under the Code of Federal Regulations.

b. Fires

Fires shall be permitted only at the option of the purchaser, contractor or permittee. Open fires are not allowed without first obtaining a permit in writing from Forest Service.

c. Fire Extinguishers and Equipment, on Trucks, Tractors, etc.

All pickups, panels, and passenger-carrying type motor vehicles used in the operation; trucks, tractors, welding machines, compressors, fuel and water pumps, motor patrols, and similar equipment, except portable fire pumps, shall be equipped with a fire extinguisher having a UL rating of at least 5BC and one long-handled, round-pointed shovel O size or larger.

In addition, each truck, pickup, panel, passenger-carrying type vehicle and motor patrol shall be equipped with a double-bitted axe or pulaski having at least a 36" handle. Equipment required shall be mounted so as to be ready for immediate use on all equipment, provided that equipment required in passenger cars may be placed so as to be readily available.

d. Power Saws

Each power saw operator shall be equipped with a pressurized chemical fire extinguisher of not less than 8 oz. capacity by net weight and one size 0, or larger, long-handled, round-pointed shovel. The extinguisher shall be kept in possession of the saw operator at all times. The shovel shall be located so that the operator may get the shovel and return to the saw operations in a maximum time of one minute. Power saws should be moved not less than 20 feet from point of fueling before starting.

e. Extinguishers

One refill for each type or one extra extinguisher sufficient to replace each size extinguisher shall be stored in a safe place on the operation areas so that it is readily available for replacement purposes.

f. Spark Arresters and Mufflers

Each internal combustion engine shall be equipped with a spark arrester qualified and rated under USDA Forest Service Standard 5100-1a unless it is:

(a) Equipped with a turbine-driven exhaust supercharger such as the turbocharger. There shall be no exhaust bypass.

(b) A multi-position engine, such as on chainsaws, which must meet the performance levels set forth in the Society of Automotive Engineers "multi-positioned small engine exhaust fire ignition standard, SAE recommended practice J335B" as now or hereafter amended.

(c) A passenger carrying vehicle or light truck, or medium truck up to 40,000 GVW, used on roads and equipped with a factory designed muffler and an exhaust system in good working condition.

(d) A heavy duty truck, such as a dump or log truck, or other vehicle used for commercial hauling, used only on roads and equipped with a factory designed muffler and with a vertical stack exhaust system extending above the cab.

Exhaust equipment described in this Subsection, including spark arresters and mufflers, shall be properly installed and constantly maintained in serviceable condition.

g. Emergency Fire Precautions

Purchaser, contractor, or permittee shall restrict operations in accordance with the Fire Precautions Schedule listed below. Forest Service may change the Fire Precautions Class values to other values upon revision of the National Fire Danger Rating System and may change the specific Fire Precautions when such changes are necessary for the protection of the National Forest. When sent to Purchaser, the revised Fire Precaution Schedule will supercede the below listed schedule.

FIRE PRECAUTIONS SCHEDULE

Fire Precautions Class	Fire Precautions
A	Normal fire precautions. No fireman required.
B	Normal fire precautions. Fireman Services required on areas of yarding, tractor operation, mechanized treatment of slash, loading sites, and powersaw operations.

FIRE PRECAUTIONS SCHEDULE (CONTD.)

Fire Precautions Class	Fire Precautions
C	For this and higher precautions classes, Purchasers shall provide Fireman Services to all areas of operation.
D	The following are prohibited from 1:00 p.m. until 8:00 p.m., local time: (1) Operating power saws except at loading sites; (2) Operating cable yarding systems except those with written waivers granted in advance by Forest Service; (3) Blasting; (4) Welding; and (5) Operating acetylene or other torches with open flame.
E	The measures stated in Precautions Class C and D above, remain in effect. In addition, the following operations are prohibited from 1:00 p.m. until 8:00 p.m., local time: (1) Operating powersaws at loading sites; (2) Operating tractors; (3) Mechanized yarding; (4) Mechanized loading; (5) Mechanized hauling of any product or material; and (6) Mechanized treatment of slash.
F	All mechanized and spark-emitting operations are prohibited except the following activities may continue outside of high-hazard areas with advance written permission of Forest Service: (1) Loading; (2) Operating powersaws; (3) Hauling; (4) Earthwork; (5) Watering and dust oiling; (6) Grading; (7) Gravel surfacing; (8) Rock crushing; (9) Paving; and (10) Maintenance (other than welding and metal cutting) of equipment, roads, and other improvements. Providing one person and equipment for fire prevention and security of property is permitted.

The following definitions shall apply to this Clause:

1.. Loading Site: A place where any product or material (including but not limited to logs, firewood, slash, soil, rock, poles, posts, etc.) is placed in or upon a truck or other vehicle.

2. Cable Yarding Systems: A Yarding system employing winches in a fixed position.

Purchaser, contractor, or permittee shall obtain the predicted Fire Precautions Class from the appropriate District Ranger headquarters. If predictions made after 6:00 p.m., local time, are significantly different than originally estimated, Forest Service will inform Purchaser when changes in restrictions or fire precautions are indicated.

8. Fire Tools

Purchaser, contractor, or permittee shall furnish firefighting tools to equip all of the men employed on the operations. Tools shall be in serviceable condition and kept in one or more weather-tight fire tool boxes. Fire tool boxes shall be painted red, marked "Tools for Fire Only" with letters three inches or more high, and kept sealed. A list of the contents shall be posted inside each fire tool box so it is visible when opened. Sharpened edges of tools shall be greased or painted.

Fire tool boxes shall contain numbers and kinds of tools as follows:

Kind of Tool	Numbers of Men Working in Area 1-4	5-8	9-15	16-20
Axe, (d.b.) chopping min. 36" hdl. or Pulaski	2	2	4	6
Hazel Hoe, Adz Eye Hoe or Pulaski	1	2	5	6
Shovels, L.H., R.P. #0 or larger	2	4	6	8
Canteen 1 gal. (metal or plastic)	1	1	2	2
Pumps, backpack cans, 5-gal. filled with water	1	1	2	2

For operations employing more than 20 men, special tool lists will be specified by the AFSR so as to equip 100 percent of the men.

Backpack cans shall be located inside or immediately adajacent to the tool box in a safe, readily available area.

Fire tool boxes shall be placed at the following applicable locations:

a. Each operating landing or side except when two operating landings or sides are within 600 feet of each other, one tool box will meet this requirement.

b. Each operating road construction job.

c. As close as possible and practical to the men working in the hazardous area.

9. Watchman for Power-Driven Equipment

A watchman shall be provided at each operation area where power-driven equipment has been operated during the day, as provided in the precautions schedule. He shall be constantly on duty for a period of time after the equipment is shut down. The time period will be determined at the prework conference and shall be stipulated in the fire plan.

The AFSR may modify or waive, in writing, any requirement of this Section whenever the operation is not of sufficient duration or fire hazard to justify the requirement.

Each watchman shall be physically able, vigilant, and suitably trained to detect and to promptly and efficiently take suppression action with available required firefighting equipment on any fire that starts on Contract Area, and shall be competent to operate all fire and communications equipment.

Watchman service on one area will satisfy the requirements on adjacent areas if the travel time with available transportation is not in excess of five (5) minutes to any of the other areas requiring such service.

State

U.S. Department of Agriculture — Forest Service

ROAD USE PERMIT
(Re: FSM 7770)

Authority:
Acts of 6/30/14, 4/24/50, 6/12/60, and 10/14/64;
(16 U.S.C. 498, 572, 530, and 532-38)

Oregon State Highway Division (Name) of Bend, Oregon 97701 (Address and ZIP Code)

(hereafter called the permittee) is hereby granted use of the following road(s) or road segments:
Badger Creek Road No. 22(1222) from junct. with Rd. No. 42(142) to junct. with Rd. No. 2200 135(1222C). Lava Springs Road No. 2200 135(1222C) from junct. with Rd. No. 1222. to Quarry site.

on the Ochoco National Forest, subject to the provisions of this permit including clauses 1 through 17, on page(s) 1 through 6 for the purpose of hauling

approximately 36,000 tons of rock and/or asphaltic cold mix.

The exercise of any of the privileges granted in this permit constitutes acceptance of all the conditions of the permit.

1. **INVESTMENT SHARING RATES.** The rate for sharing under this permit is None (Per traffic unit, MBF, cu. yd. other–Specify). Permittee's share of investment will be met as provided for in clause 2.

Rate for sharing of maintenance is shown in clause 9.

2-1. **WORK REQUIRED TO ACCOMMODATE PERMITTED USE.** In accordance with this use, the permittee shall perform the work described below and in accordance with plans and specifications attached hereto:

None

~~**WORK PERFORMANCE SCHEDULE.** (Construction of required improvements or reconstruction will be completed within _____ months and before hauling commences.)[1] Work shall be performed in accordance with the attached schedule. In no case will haul be allowed to exceed the value of completed work.)[1] Credit will be allowed in the total of $ _____, which is the engineering estimate for the cost of the work, to be credited to the share to be borne by this permitted use. In the event that permitted use will exceed the value of required work performed, the difference between the value of permitted use and work performed will be deposited in cash as provided in clause 2-3.~~

~~2-2. **COOPERATIVE WORK.** Although not required to accommodate the use herein permitted, it is desirable to the Forest Service and the permittee to have certain construction or reconstruction work accomplished coincident to use of the road.~~

~~The permittee shall perform the work described below in accordance with plans and specifications attached hereto.~~

~~Upon satisfactory performance, credit will be allowed in the total of $ _____ to the share to be borne by the permittee.~~

2-3. **CASH DEPOSITS REQUIRED IN LIEU OF WORK PERFORMANCE.** The permittee will deposit $ 21,600.00 with the Forest Service on ~~or before~~ completion of use. The amount deposited will be credited to the share to be borne by the permittee. This deposit is required in lieu of maintenance of Rd. No. 22 (1222) and surface replacement on Rds. No. 22(1222) and 2200 135(1222C).

~~2-4. **COST RECOVERY.** In consideration for this use, the permittee shall deposit with the Forest Service the sum of $ _____ (and thereafter in individual deposits, equivalent to estimated charges before next payment is made, as called for by the Forest Service in advance of current road use).[1] When preferred by a permittee, a payment guarantee may be furnished in lieu of advance deposits.~~

This permit is accepted subject to all of its terms and conditions.

ACCEPTED	Permittee (Name and Signature) Oregon State Highway Div. R. J. Von Eberon	Title Region Geologist	Date 3/21/79
APPROVED	Issuing Officer (Name and Signature) James H Rogers	Title Acting Forest Supervisor	Date 3/21/79

[1] Delete if not applicable.

(over)

7700-41 (10/73)

~~PAYMENT GUARANTEE.~~ Notwithstanding the provisions of clause 1, if the permittee furnishes and maintains an acceptable payment bond in a penal sum of not less than $ _____ guaranteeing payment for road use up to this amount, or in lieu thereof deposits in a Federal depository, through the Regional Fiscal Agent, and maintains therein negotiable securities of the United States having a market value in like sum and agreement authorizing the bond approving officer to sell or collect such securities if payment is not made within _____ ( ) days of request therefor, the Forest Service shall permit road use in advance of cash payment up to the penal sum of such bond or market value at time of deposit of negotiable securities; *provided*, that regardless of the penal sum of such payment bond or the value of such deposited securities, the permittee shall pay cash within _____ ( ) days of request therefor, for all performed road use. If any payment is not received within _____ ( ) days of request therefor, the Forest Service may suspend all hauling under this permit until payments due are received, and may take such action as is necessary to collect such payments from the payment guarantee surety, or by sale or collection of securities guaranteeing payments. In the event the permittee fails to make payment and collection is obtained from the surety, or from the sale or collection of the deposited securities, the Forest Service may thereafter require the permittee to make payments in advance of road use.

3. **USE PLANS.** Prior to rock or asphaltic cold mix haul ~~xxxx

rock or asphalt hauling

(6) Prohibition on the operation of ~~log hauling~~ vehicles ~~(of a width in excess of _____ and with a gross weight of vehicles and load in excess of _____)~~ (in excess of legal highway loads in the State).[1]

(7) Regulation of the number of vehicles so as to prevent undue congestion of this road.

(8) The Permittee shall not use an "active ingredient" as defined in Section 2 of the Federal Insecticide, Fungicide, and Rodenticide Act, as amended (86 Stat. 973), in violation of said act on the land described in this permit.

(9) Other–Specify (Optional)

See ATTACHMENT "A"

8. **INSURANCE.** Permittee shall be required to carry public liability and property damage insurance for the operation of vehicles, in the amounts established by applicable State laws, cooperative agreements, or easements issued on the subject road or roads. ~~In any event, the permittee must carry liability insurance and property damage insurance of not less than $ 100,000.00 for injury or death to one person, $ 300,000.00 for injury or death to two or more persons, and $ 100,000.00 for damage to property. Proof of satisfactory insurance may be required by the Forest Service prior to hauling over this road and will be for the duration of the permit, and such insurance policy shall bear an endorsement requiring the issuing company to give ten (10) days prior written notice to the Forest Supervisor Ochoco National Forest of cancellation or material change.~~

9. **MAINTENANCE.** The permittee shall bear the expense of maintenance proportionate to his use. This expense will be borne by The permittee shall maintain Rd. No. 2200135(1222C) as per ATTACHMENT "B".

Depositing cash payments for performance of maintenance on Rd. No. 22(1222) as well as Surface Replacement deposits for Rds. No. 22(1222) and 2200 135(1222C).

When deposits or payments are required in lieu of performance of maintenance the rate will be $.60/ton which is agreed to be the cost of such works; the deposits or payments to be made at such times and in such amounts as requested by the District Ranger *Provided*, however, ~~that the rate shall be revised upward or downward on _____ of each year hereafter, based on estimated costs and uses anticipated.~~ *Provided* further, that payment shall not relieve the permittee from liability for repair of damages due to carelessness or negligence on its part or on the part of its contractors or agents.

Maintenance shall be performed in accordance with Forest Service specifications or requirements for maintenance as hereinafter listed, or as may be mutually agreed upon from time to time and shall consist of (1) current maintenance as necessary to preserve, repair, and protect the roadbed, surface and all structures and appurtenances, ~~and (2) resurfacing equivalent in extent to the wear and loss of surfacing caused by operations authorized by this permit.~~

~~8. MAINTENANCE AND RESURFACING REQUIREMENTS AND SPECIFICATIONS. (Specify)~~

~~10. PERFORMANCE BOND.~~ In the event the permittee is to perform his proportionate share of road ~~maintenance, road~~ resurfacing, or betterment, as ~~determined~~ and within time periods established by the ~~Forest Supervisor~~, the Forest Service may require as a further guarantee of the faithful performance of such work that the permittee furnish and maintain a surety bond satisfactory to the Forest Service in the sum of _____ dollars ($ _____), or in lieu of a surety ~~bond,~~ deposit into a Federal depository, as directed by the Forest Service, and maintain therein cash in the sum of _____ dollars ($ _____), or negotiable securities of the United States having market value at time

[1] Delete inapplicable clause.

~~of deposit of not less than _____ ($_____). As soon as security for the performance of road maintenance (and betterment) requirements or the settlement of claims incident thereto is completed, unencumbered cash guarantees or negotiable securities deposited in lieu of surety bond will be returned to the permittee.~~

11. FIRE PREVENTION AND SUPPRESSION. The permittee shall take all reasonable precautions to prevent and suppress Forest fires. No material shall be disposed of by burning in open fires during the closed season established by law or regulation without a written permit from the Forest Service.

12. DAMAGES. The permittee shall exercise diligence in protecting from damage the land and property of the United States covered by and used in connection with this permit, and promptly upon demand shall pay the United States for any damage resulting from negligence, or from violation of the terms of this permit or of any law or regulation applicable to the National Forests, by the permittee, or by his agents, contractors, or employees of the permittee acting within the scope of their agency, contract, or employment.

13. OFFICIALS NOT TO BENEFIT. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise herefrom unless it is made with a corporation for its general benefit.

14. OUTSTANDING RIGHTS. This permit is subject to all outstanding rights.

15. SUSPENSION. Upon the failure of the permittee, its agents, employees or contractors to comply with any of the requirements of this permit, the officer issuing the permit may suspend operations in pursuance of this permit.

16. TERMINATION. This permit shall terminate on October 31, 1979 unless extended in writing by the Forest Service. It may be terminated upon breach of any conditions herein.

17. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provisions thereof, the following clauses will control.

GPO 867-088

ATTACHMENT "A"

7. RULES AND REGULATIONS GOVERNING USE (Continued)

(9) No rock or asphaltic cold mix haul during the periods 5 p.m. Friday to 7 a.m. Monday and from 5 p.m. the day preceding holidays to 7 a.m. of the first working day following the holiday.

(10) Permittee shall control his use so that mud or foreign material is not tracked or spilled onto any Forest Service roads.

ATTACHMENT "B"

9. Maintenance (Continued)

(1) Maintain the existing cross section of said roads by blading and shaping the surface and shoulders. Banks shall not be undercut.

(2) Remove brush, tree growths or other obstructions to visibility as such obstructions develop during the use period.

(3) Perform all seasonal weather cleanup including removal of bank slough, minor slides and fallen timber which can be practicably accomplished by motor patrol grade equipped with a front end blade, or comparable equipment, and by the use of hand tools. Subject to such limitations, Permittee shall also replace material eroded from fill slopes and clean out drainage ditches and culverts. In removing material from slides or other sources, deposit the material at locations chosen with the objective that such material will not erode into streams, lakes or reservoirs. Material should, insofar as practicable, not be wasted over planted road fills.

(4) Perform preventive maintenance at the end of Permittee's hauling. This may include post-haul blading to remove ruts and other surface irregularities which would interfere with normal runoff of water and cleaning of ditches and culverts.

(5) While performing ordinary road maintenance work, avoid permanently fouling gravel surfaces through covering or mixing them with earth or debris from side ditches, slides or other sources. Avoid blading surface material off of the surface of the road.

(6) Dust abatement will be performed as frequently as necessary to provide for safe road use and prevent excessive loss of road materials.

(7) Further, the Permittee is to repair damage to road surface areas caused by his operations.

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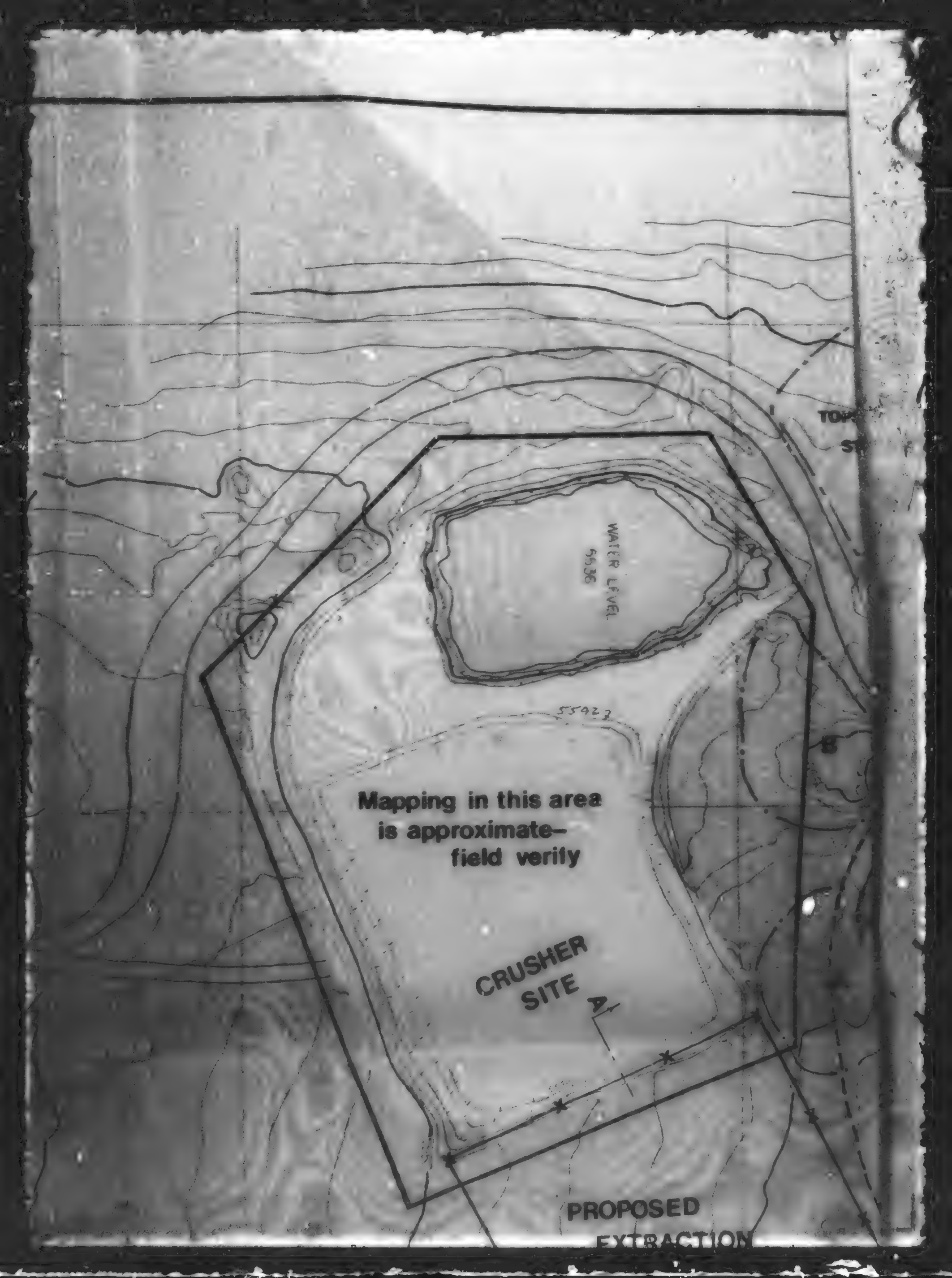
2046750


WATER LEVEL
5936
55927
Mapping in this area
is approximate–
field verify
CRUSHER
SITE
A
PROPOSED
EXTRACTION

5530

5540

SOIL
STOCKPILE

5532.6

EXISTING
STOCKPILES: Move as directed by FS
A & B

ACCESS ROAD

PROPOSED
STOCKPILE
AREA

EXISTING STO

5560

5540

5520

WATER LEVEL

5510

X
5495

TO RO

ACCESS ROAD

EXISTING STOCKPILES

6540
6540
6545
TO ROAD 22

2041000
0955
B
2041250

PROPOSED
EXTRACTION

B

B

A

NOTED
F. A. ROBERTS

3, 27' 79
Over phone
Van Cleave

Scales

PROPOSED
STOCKPILE
AREA

24'

B

Connecting Access Road

Install 18" Pipe.

R. O. APPROVAL:

TITLE

APPROVED:

FOREST SUPERVISOR

R. O. STAFF RECOMMENDATION			
		E	FOREST ENGINEER
		R	RECREATION STAFF
		O	DISTRICT RANGER

U. S. DEPAR
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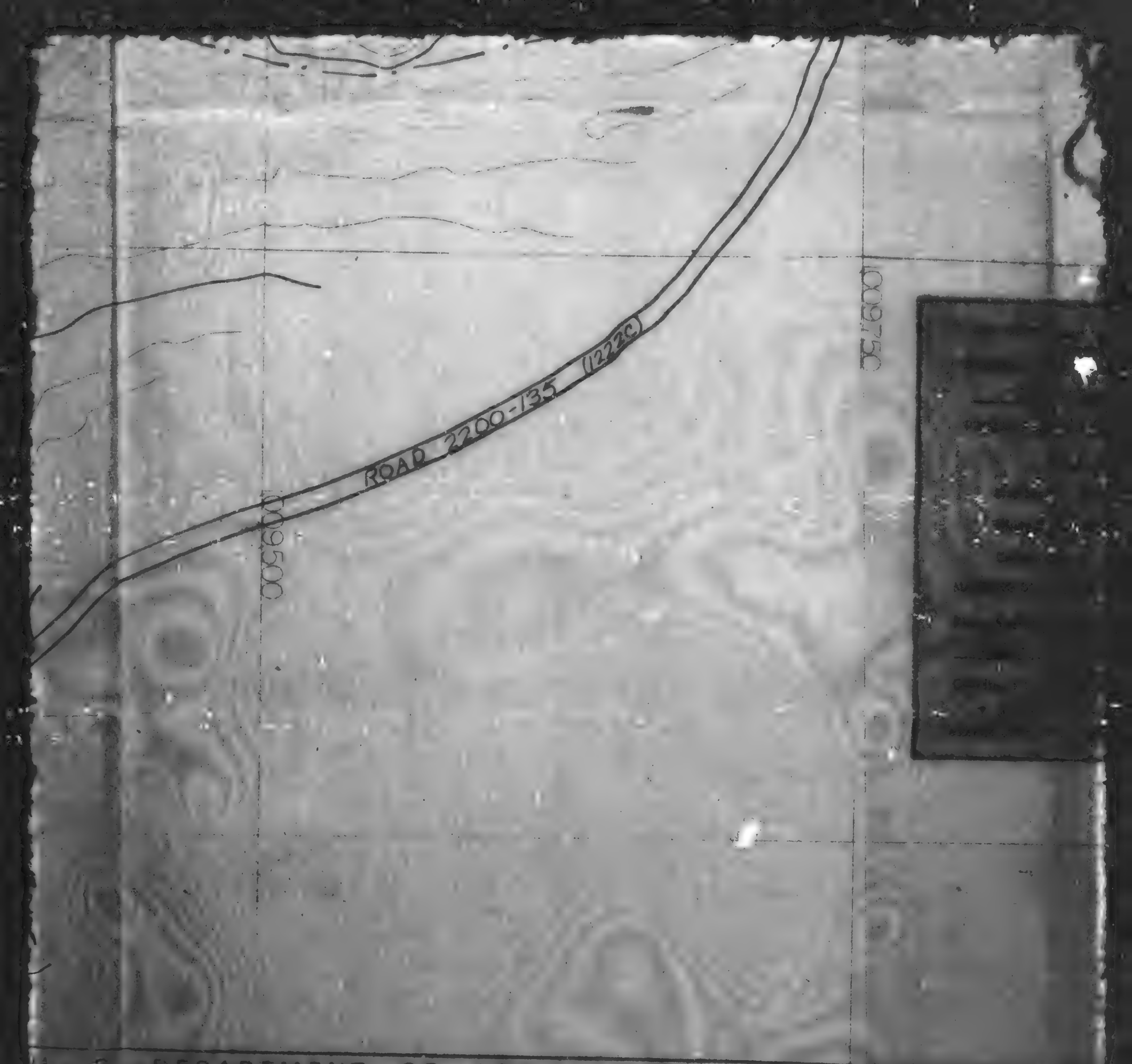


U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

OCHOCO NATIONAL FOREST

THE PACIFIC NORTHWEST REGION

AGGREGATE S...

WALTON LAKE

T 13 S R 20 E

ROAD ...

ENGINEER			
TRACED DATE			
CHECKED			
DRAWN	BNJ	DATE:	3-79
DESIGNED	BNJ	DATE:	3-79
CHECKED	LLM	DATE:	3-Lo-79
SUBMITTED		DATE:	

N

LTURE

AGGREGATE SOURCE PLAN

WALTON LAKE SOURCE 102

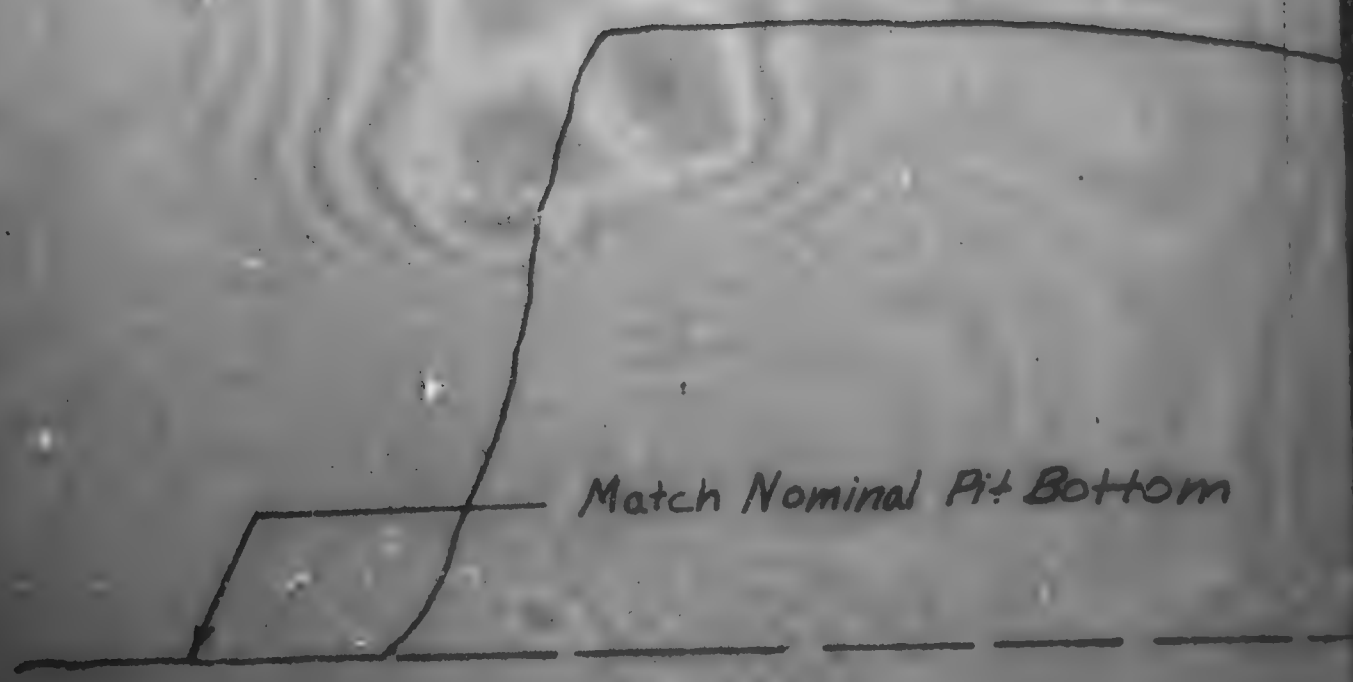
T 13 S R 20 E SEC 22

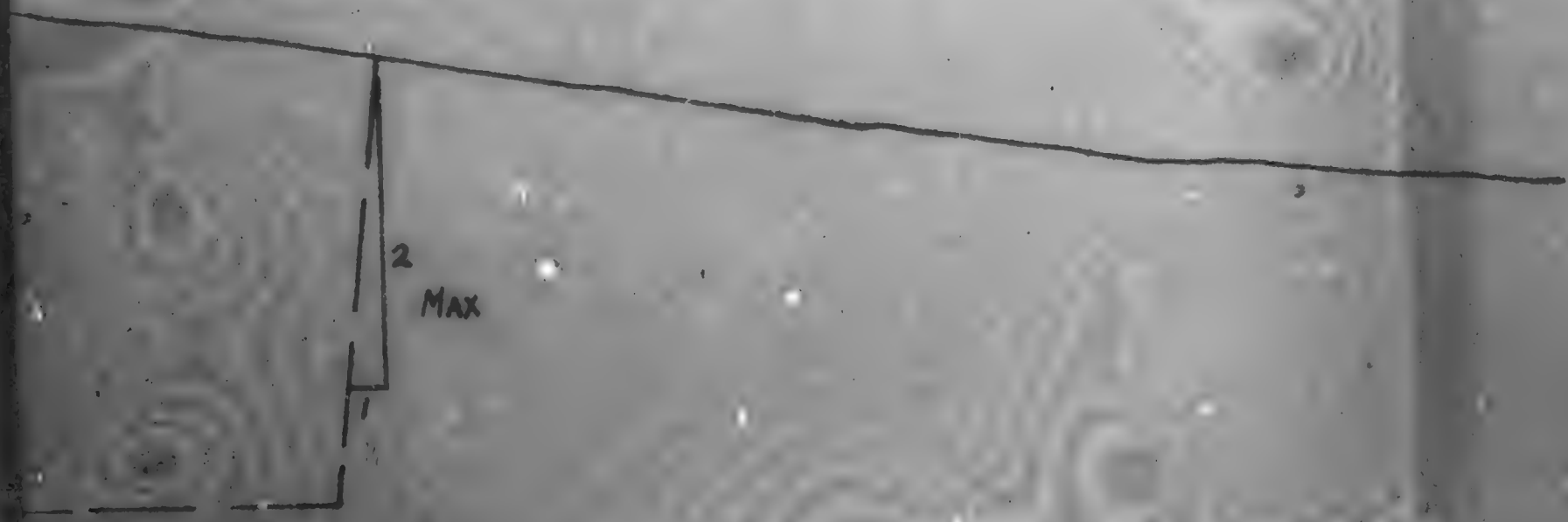
ROAD 2200-135

DATE: 3-79
DATE: 3-79
DATE: 3-20-79
DATE:

SHT 1
of 2

R6-7300-10
2-9-68


Match Nominal Pit Bottom



SECTION A-A

AGGREGATE SOURCE DEVELOPMENT NOTES

1. ACCESS & SITE ROAD UTILIZATION

Contractor shall restrict travel and haul operations to the Access Road and Road 2200-135. Connecting Access Road, if used, shall be constructed according to Forest Service Standard Specifications, and the road design furnished by the Forest Engineer. Road will be staked in the field by same.

2. EXISTING STOCKPILES

Stockpiles A & B shall be moved to the area on-site staked by the Forest Engineer. No other stockpiles shall be disturbed.

URCE DEVELOPMENT NOTES

SITE ROAD UTILIZATION

ct shall restrict travel and haul
to the Access Road and Road 2200-135.
Access Road, if used, shall be
according to Forest Service Standard
s, and the road design furnished by
Engineer. Road will be staked in the
ce.

TOCKPILES

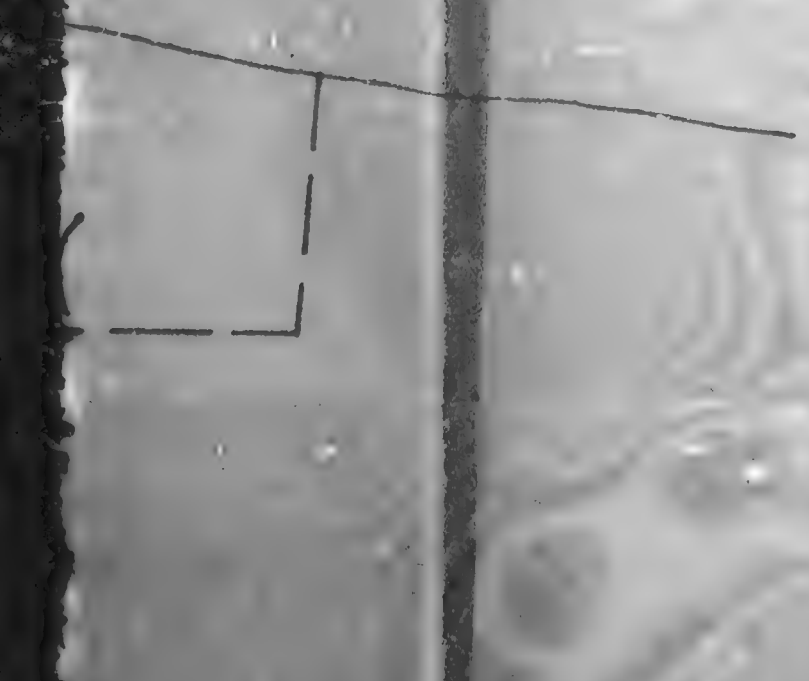
& B shall be moved to the area
ed by the Forest Engineer.
ckpiles shall be disturbed.

Max
2
1

SECTION B-B

R. O. APPROVAL: _____ _____ TITLE			U. S. D
APPROVED: FOREST SUPERVISOR			
R. O. STAFF RECOMMENDATION		E	FOREST ENGINEER
		R	RECREATION STAFF
		O	DISTRICT RANGER

No other stockpiles shall be disturbed.



U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

OCHOCO NATIONAL FOREST

THE PACIFIC NORTHWEST REGION

AGC
WALTC
T

			DRAWN		DATE:
	E	FOREST ENGINEER	DESIGNED		DATE:
	R	RECREATION STAFF	CHECKED	[illegible]	DATE: 3 20 19
	O	DISTRICT RANGER	SUBMITTED		DATE:

SUPERVISOR

NOTED
P. A. ROBERTS

AGRICULTURE
ICE
FOREST
REGION

AGGREGATE SOURCE PLAN

WALTON LAKE SOURCE 102

T 13 S R 20 E SEC 22
ROAD 2200-135

	DATE:	SHT	2
ED	DATE:		
ED	DATE: 1 of 18	of	2
TED	DATE:		

R6-7300-10
2-9-68

8942

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90157
Project No. RS-B378(2)
Ochoco Hwy.-Ochoco Ranger Sta. Sec.
Crook County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 26, 1978.

We request authorization for construction at an estimated total cost of $778,000 with an obligation of $685,400 in Federal funds.

A copy of the State Clearinghouse A-95 review letter of approval was forwarded previously.

JLG:dmc
Attachments
cc: Dale Allen, Reg. 4
[redacted]

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

March 21, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., Jct. US26, E. 8.41 mi. (21 65) — ADT — PRESENT: 200 — FUTURE: 300 (66) — YEAR: 99 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): H.T. Pave & Culvert (28 62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (72)(73) — PL. AUTH'YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S) (14 28) RS- — NUMBER (7) B378

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Secondary — COUNTY NAME: Crook (114) 01

NAME OF URBAN AREA (17-31): --- — ROUTE NO. S — FEDERAL-AID (32) B378 — STATE (33)(37) Co. Rd. — U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(60)	FEDERAL FUNDS 88.1% (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1&15)	(16)	41	42	43 46	53						
5					PE		Co. Rd., Jct. US26 15.4 mi. E. of Prineville, E. 8.4 mi.					
5					ROW							
5					CONST (CODE) 6201 Y007		"Ochoco Hwy.-Ochoco Ranger Sta. Sec."	8.41	778,000	685,400	46,300	46,300 (Co.)
							PROJECT TOTALS	8.41	778,000	685,400	46,300	46,300 (Co.)

CARD 1 — CODE 1 — PREPARED BY: JLG

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 10-13-78

REMARKS (116)(23)(24)(93): Additional Data: Item No. RS-B378(1).

Over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

March 21, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): Co. Rd., Jct. US26, E. 8.41 mi.

ADT | PRESENT: 200 | FUTURE: 300 | YEAR: 99 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 075 | ITEM NO.: 90157

PROPOSED WORK (35 typewriter spaces): Culvert

NATL. FOREST | FR ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH.(%)

PROJECT NUMBER: PREFIX LETTER(S): RS- | NUMBER: B378 | SEQ. NO.: (2)

T. Projects Only: POST MI. | DESIG.

DS: ary

COUNTY NAME: Crook | CODE: 013

ROUTE NO.: S | FEDERAL-AID: B378 | STATE: Co. Rd. | U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., Jct. US26 15.4 mi. E. of Prineville, E. 8.4 mi.						Util. adj. as req.
ROW								
CONST (CODE) 6201 Y007		"Ochoco Hwy.-Ochoco Ranger Sta. Sec."						ROW-60' normal; Access Control-none; Parking Restrictions-none.
			8.41	778,000	685,400	46,300	46,300 (Co.)	
		PROJECT TOTALS	8.41	778,000	685,400	46,300	46,300 (Co.)	

ESTIMATED PROJECT COST BY PHASES

BY: JLG

APPROVAL DATES: 10-13-78

REMARKS: Additional Data: Item No. 80280; Project No. RS-B378(1).

over

USCOMM DUSCOMM-DC 41905-P61

Ochoco Hwy.-Ochoco Ranger Sta. Section
Project No. RS-B378(2)

Remarks-continued:

Project Data: The work consists of high-type pave two 10-ft. traffic lanes with 4-ft. shoulders (1-ft. paved). Install at Ochoco Creek a structural plate arch culvert (20' x 8'-3½"), on improved alignment, with required approach roadways, remove existing timber bridge and perform incidental work common to this type of project. Adjust utilities as required.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review letter of approval dated 12-18-78.
b) Dist. 10 Clearinghouse--Notice of Intent was submitted to the District Clearinghouse on 11-15-78 and since the notice has lain before the Clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received.

Accommodation of Utilities: A State-County agreement in compliance with paragraph 6d(1) of PPM 30-4.1 was executed May 19, 1978.

Maintenance: A State-County agreement in compliance with Section 116, Title 23 U.S.C. was executed May 19, 1978.

Note: This project is in Congressional District No. 2.

8942

FAS-B-378

PROJECT MANAGEMENT OFFICE MEMO

Date 3/16/79

Subject Ochoco Hwy - Ochoco Ranger Sta., Crook Co. FLS-C File No.

Received (call) ~~(visit)~~ from John Hagedorn

Address Bend Phone

Made (call) (visit) to

Reason for contact and general discussion: Crook Co. will not complete their work until July 1. Looked at Job this last week and everything is still frozen solid.

Currently Scheduled for Apr. 25

C.C. Jack Sullivan

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

RECEIVED
MAR 16 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

REFERRED TO
Board Boudreaumeyer
Cole Semple
Eriksen FAE Wilson
Return Do File Copy Dup.
BY FINAL DESIGN ENGINEER

Awaiting mat'l source plan type Region Van Cleave meeting with Forest Service this date. If mat'l gets to us in next day or so Spec's says we can still make April 25 letting Date

8942

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 15, 1979

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project RS-B378(1)
Ochoco Highway-Ochoco Ranger Station Sec.
Design Standards
Crook County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed and concur in the design elements to be used for the proposed project as submitted in your letter of March 8, 1979.

The horizontal curves appear to be the only substandard design feature of the project. The design speed of 55 mph as proposed by the County may be high considering the terrain, location, and the anticipated use of the facility. However, the sharper horizontal curves would also be substandard at a reduced design speed. We agree the substandard horizontal curves should be properly signed.

G. K. Hosmer
for G. L. Green

cc:
D. O. Christensen (OSHD)

RECEIVED
TECHNICAL SERVICES
MAR 20 79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy allen

RECEIVED
STATE HWY ENGR
MAR 19 79
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FAS B378

DEPARTMENT OF TRANSPORTATION BUILDING SALEM, OR 97310

March 8, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Vernstag ✓
Christensen
George
Olsen
Terpin
Sullivan
Scott
Anderson

RECEIVED
MAR 0 8 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Dear Mr. Green:

Re: Ochoco Highway-Ochoco Ranger Station Sec.
FAS B378 (Ochoco Ranger Station Road)
Crook County

This FAS-C project is for the improvement of a rural county road serving logging, farm to market and recreation traffic. This road is one of the main accesses to the Ochoco National Forest. The existing paved surface is deteriorating and the proposed overlay and widening will preserve that surface and improve the riding quality and safety characteristics.

The project is approximately 8.4 miles in length. The first 5.0 miles will be a pavement overlay. The next 0.26 miles is new construction on a flattened curve alignment at a crossing of Ochoco Creek. An existing bridge will be removed and a 20' x 8'-3-1/2" structural plate Arch culvert installed. The remaining 3.1 miles will be a pavement overlay.

Shoulder widening and reshaping work, prior to the pavement overlay will be performed by Crook County. Engineering work will be performed by the State.

The present ADT is 220. The design speed proposed by the County is 55 M.P.H.

The typical section proposed is 10 foot travel lanes with 4 foot shoulders. The paved width will be 11 feet on each side of center-line with the remaining 3 feet of shoulder being gravel.

The horizontal alignment has 13 curves greater than 5^{0}, one 36^{0} curve and the rest ranging from 6^{0} to 16^{0}. These curves will be properly signed. The vertical alignment is a gentle climbing grade.

Type 2A guardrail, totaling 2800 feet, will be installed at six locations, improving the safety aspect.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways other than Freeways, AASHTO, 1969".

The project is presently scheduled for the April 26, 1979, contract letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

FE:cj
cc: E. S. Hunter
Dale Allen
F. E. Terpin
Fred Eriksen

8942 - - ○ ○ FASB378

Form 61-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 6, 1979

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Ochoco Highway - Ochoco Ranger Station Section
FAS 8378
Crook County

TO: Duane O. Christensen
Final Design Engineer

While I realize expected bicycle traffic on the subject is practically non-existent, I would like to ask that we consider paving all shoulders full width in all highway projects as a matter of policy.

Not only do gravel shoulders provide an unrideable surface in themselves, but the gravel always seems to get 'kicked' onto the paved surface, poluting it.

I do not believe that the difference in the actual cost of continuing the paving to the edge of the graded section would be significantly higher than the section shown on the subject plans.

DES:ge

Verstoep
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
MAR 07 1979
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

RECEIVED
MAR 9 1979
LOCATION SECTION

8942

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region Engineer

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: February 20, 1979

SUBJECT:
Ochoco Creek Bridge
Ochoco Hwy.-Ochoco R.S
FAS B378
Crook County
Bridge 8952A

Enclosed are two reduced prints of drawing 34147 which is the advance detail drawing for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$601,000
Structure	45,000
Engineering & Contingencies	129,000
TOTAL	$775,000

It is planned to call for bids on this section on April 26, 1979.

Please make a field review and return one set by February 28, 1979 with your comments and/or corrections noted thereon.

ATB:dh
Enclosures

cc Crook County Engineer /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls. incl. Foundation and Hydraulic Reports
Specs Unit /w/ 1 set encls. and designer's notes. Estimate sheet will follow.
George Hopkins /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
C. Dornhecker /w/ 1 set encls.
W. W. Robertson /w/ 1 set encls.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 20 1979
File: PM FA
TAA CP

8942

Delta: Send to County City

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer
Attn. John Hagedorn

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: February 14, 1979

Subject:

Ochoco Creek Bridge
Ochoco Hwy.-Ochoco R.S.
FAS B378
Crook County
Bridge 8952A

Enclosed are four reduced prints of drawings 34107 and 33825 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$690,100
Structure	31,600
Engineering & Contingencies	118,300
TOTAL	$840,000

Fed. 139,200
County 50,400

Sent letter Oct 20, 1978

Please use these prints to obtain the approval of Crook County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on April 26, 1979.

ATB:dh
Enclosures
cc Road Design /w/ 1 set encls.
County-City Unit
Maxine Banks (Environment) /w/ 1 set encl.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 14 1979

NOTED
WM L CRAWFORD

File: PM FA LG OP

TAA Reynolds
Can Crook Co afford this?

5123-1387

8742

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-6-79

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80280

FEDERAL PROJECT NO. RS-B378(1)

STATE PROJECT NO. See below

COUNTY NAME Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Copies to
Clifford
Y. Lowe
N. Reynolds

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-6-79	Secondary B378	County Road

GENERAL LOCATION:
Ochoco Highway - Ochoco Ranger Station

GENERAL DESCRIPTION OF WORK:
Program Change - Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's January 10, 1979 letter, I approve the program change adding right of way acquisition to the character of the proposed work, and you are now authorized to proceed with the actual acquisition of File #50370 as shown on right of way map 1R-3-1469 TEC of $3,500 with Federal participation limited to $3,000 for that portion of right of way incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-6-79	G. K. Hamman	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8942

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 10, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Minor Program Change
Project No. RS-B378(1)
Item No. 80280
Ochoco Hwy.-Ochoco Ranger Sta. Section
Crook County

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work "Right-of-Way Acquisition." The right-of-way required consists of 1.87 acre from one property owner and does not involve any relocation.

We further request authorization to proceed with the actual acquisition of the right-of-way at an estimated total cost of $3,500 with an obligation of $3,000 in federal funds.

CL:dmc
cc: J. Boyd
F. Lowe
B. Gifford (507-1985)
H. Reynoldson

8942

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Ochoco Hwy-Ochoco Ranger Station

DATE: December 18, 1978

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and xxxx

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 480 Due Date: DEC 8 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please see attached comments.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 12/14/78

PNRS 7811-2-480

The Oregon Department of Fish and Wildlife does not object to the proposed Ochoco Highway road construction and bridge replacement project. There are some protective conditions which should be observed during construction:

1. Adequate measures must be taken to minimize construction caused turbidities.

2. No pollutants, especially but not limited to petroleum products, fresh concrete, and silt be allowed to enter the waterway.

3. Soils disturbed by the project must be stabilized and revetated.

4. All project debris be removed from the stream and banks.

5. Please coordinate the planning and implementation of this project with our district fish biologist, Ed Schwartz. His office phone number is Prineville 447-5111.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 > 496 Due Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

8942

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 15, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

NOTED
E. S. HUNTER

Ochoco Creek
Ochoco Hwy.-Ochoco Ranger Sta. Sec.
Ochoco Ranger Sta. Rd., FAS B378
Crook County
Bridge 8952
Navigability

Your letter of November 22, 1978 addressed the subject of navigability for Ochoco Creek in Crook County and included a questionnaire entitled "Factual Characteristics for Navigability Determinations." The completed questionnaire is attached. Also attached are photos of the bridge site and a copy of a sketch showing the location of the bridge.

As the photos indicate, this small stream enhances the beauty of Oregon but is certainly not navigable and should not be classed as being navigable.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
WALTER J. HART
R. W. Ellison
Assistant Structural
Design Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
DEC 15 '78
REFER TO
FOR
Info | Leave | R/O | O/R | Sign | Ret | File

Form 61-731-0027 (9-77)

5942

Form 81-734-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 6, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO:
Harold Brainerd
Region 4 R/W Supervisor

SUBJECT: Agreement #110
Ochoco Highway
Ochoco Ranger Station Rd.
Crook County

MISC. CONTRACTS and AGREEMENTS No. 6516

Attached is an original copy for Crook County and one copy for your records of the subject agreement.

The project will be programmed (temp. prefix 507-1985).

AE
sp
Attach.
cc: Cecil Head, w/orig.
Bob Wheeler, w/c
Local Govt. Programs, w/c
Title, w/c

by by Boyd 11-20-78

12-6-78 noted in agee. Doob

NOTED
C. W. HEAD

8942

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Ochoco Hwy.-Ochoco Ranger Station
Highway: F.A.S. B378
County: Crook
Prefix: 507-1985
Res. Engr. W. Robertson

Date December 1, 1978
Ten Year
Traffic Coefficient 8.0
18 kip s.a. per day 94.5
R value 15
Frost Penetration 30"±
CBE Total Requirement 24.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Stage)	4.0
4.0"	E.T.W.S.	7.0
13.0"	A.B.	13.0
19.0"		24.0"

*EXISTING ROADWAY
Width (Variable 20'-23')

2.0"	A.C. (Final Stage)	
4.0"	E.T.W.S.	

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Prange

* Deflection measurements indicate that for a Ten Year Design Period six inches of asphaltic concrete overlay is required. To satisfy the requirement, a four-inch emulsion treated wearing surface will be placed now with the final stage to be placed at some future date depending upon visual inspections and deflection measurements.

N

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(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310
November 15, 1978

TO: Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental Council
1106 W. Highland
P.O. Box 575
Redmond, Oregon 97756

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 10
Section: Ochoco Hwy.-Ochoco Ranger Station, Crook Co.
Highway: Ochoco Ranger Sta. Rd., FAS-B378
County: Crook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 15, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 4 Dale Allen
District 10 R. L. Lammert
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
NOV 16 '78
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	Page One

02 [12] APPLICANT: Department of Transportation [45] | [46] DIVISION: Highway [79]

03 [12] APPLICANT ADDRESS STREET: O'DOT Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: D. H. Moehring [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: Ochoco Hwy. - Ochoco Ranger Station, Crook Co. [71]

11 [12] PROJECT LOCATION—CITY: Ochoco Ranger Sta. Rd. FAS-B378 | PROJECT LOCATION—COUNTY: Crook | PROJECT LOCATION [79] SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] To overlay with pavement and preserve present pavement that is rapidly deteriorating. [71]

07 [12] Wooden bridge would be repaced with a reinforced concrete bridge. [71]

08 [12] The existing two-lane facility will be overlaid with new pavement and the shoulders [71]

09 [12] built up and widened to save the existing roadbed that is deteriorating. No bikeways are being considered. [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[19] (A) Grant	[27] (B) Other	[35] (C) State	[43] (D) Local	[51] (E) FUNDS	[60] (F) FUNDS
397,320	- - -	32,340	32,340	- - -	462,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 11/15/78

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: December [42] | [43] DAY: 15 [44] | [45] YEAR: 1978 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/15/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B378(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 9, 1978

Section Ochoco Hwy-Ochoco Ranger Sta. Unit (if appl)

County Crook City

Highway Ochoco Ranger Station Road State Hwy. No. FAS B-378

Termini: M.P.(if appl) 8.4 Length 8.4

Region 4 Construction Estimate 462,000 (FAS-C) Program Amount

B. Purpose of Project:

To overlay with pavement and preserve present pavement that is rapidly deteriorating. Wooden bridge would be replaced with a reinforced concrete bridge.

C. Origin & History of Project: Ochoco Ranger Station Road was at one time part of the State Highway from Prineville to Mitchell. When the State Highway was relocated, the County took it under their jurisdiction. At the time the County accepted the road it was a gravel road, and over the years due to increased traffic, was upgraded to a two lane paved road. This road is also one of the main access roads to Ochoco National Forest and gets a great deal of logging and recreation traffic. Crook County Court has made this project their number one priority for FAS-C funding.

D. General Description of Project:

The existing two-lane facility will be overlaid with new pavement and the shoulders built up and widened to save the existing roadbed that is deteriorating. No bikeways are being considered.

Alignment: New Existing XX Combined

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 220; Projected ADT ; Yr.

Existing Level of Service

Proposed Facility: Projected ADT 220; Yr.

Projected Level of Service

Right of Way: Additional anticipated ~~No~~ YES; if yes, give approx. No. Parcels ONE PARCEL
Yes, No
Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):
Wooden bridge at M.P. 5.2, 22 feet wide by 24 feet long will be replaced with a reinforced concrete structure of approximately the same dimensions.

Brief Description of River or Stream and Type of Involvement, if any:
The bridge replacement will be done with very little disturbance to the stream bed and banks. No channel change work is anticipated. Initial coordination with the Department of Fish and Wildlife indicates they have no objections to constructing a new bridge. Fish and Wildlife would prefer a natural stream bed rather than a culvert for fish movement.

Local City, County or COG priorities of project:

Crook County Priority No. 1, FAS-C project.

FHWA and/or OSHD approvals given, if any:
Oregon Transportation Commission approval on March 28, 1978.

Location or Design Alternatives (identify and describe):
No Build.
Overlay without new structure.

Other Descriptive Information or Comments:
Traffic will have to be maintained during construction.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography consists of rolling hills with Ochoco Creek, which is fed by melting snow, meandering through the valley adjacent to the road. The elevation of the valley ranges from 3,400 to 3,900 feet. The hills have scattered timber consisting mostly of juniper and various species of pine. The valley is grassland.
Soils in the area are dense clay with some basalt. There is no history of potential maintenance problems.
Ochoco Creek contains both native and planted trout.

2. Cultural:

The prime land uses and economic bases are agricultural and timber. The valley area consists of dry land cattle grazing. The majority of timber harvest occurs at the higher elevations above the valley. The road serves log hauling, farm to market, and recreation areas in National Forest Lands surrounding the area.

Much of the valley is under irrigation from Ochoco Creek.

No relocation of utilities is anticipated.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None Needed.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
In compliance

b. Noise Standards
In compliance.

c. Water Quality Standards
In compliance

d. Area Land Use and Transportation Plans, and Zoning
In compliance with applicable State planning goals and local Comprehensive Plan and zoning.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__XX__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __XX__ 3 ____ 4

Report #2

8942

OCHOCO HWY. - OCHOCO RANGER STA.
FAS B378
Crook County

Read from Carstensen 11/7/78

LOCATION NARRATIVE REPORT

This is a location survey for overlaying of approximately 8.56 miles and structure replacement of the Ochoco Creek Bridge at M.P. 5.2 of FAS B378 in Crook County.

This survey was originally submitted in July of 1978 but returned to this office for additional information.

The original quantities of this survey have been revised to a typical section having two 11' travel lanes with two 3' rock shoulders. The July alignment with reversing 5 degree curves has been revised with a 5 degree curve right, tangent and a 5 degree 30 minute curve left to match existing roadway. All curves are without spirals as is the remainder of this project.

The revised line has been run, levels and cross sections taken and the earthwork quantities were computed to allow a 25' x 10' arch pipe structure at the creek crossing. Late information from hydraulics indicate a 20' x 8'3½' arch pipe would be of sufficient size. The grade could be changed to match this lower structure, but it would also increase the percent of grade going east.

This office did not show any base aggregate other than the ¾"-0 shoulder material for the proposed 17 inches of base for the line revision at the structure do to the fact of the small quantity that would be required.

The buried telephone cable was located by the phone company and has been accurately shown on the detail maps.

All trench and ditch excavation (small quantities) should be included into the cost of the 30" culvert pipe and should be mentioned in the special provisions.

A fencing item was not used in this estimate as it being understood that the fencing will be included in the R/W negotiations.

David Carter, FHWA, was over this project in August, 1978, and he would like guard rail at the locations shown. This project has no guard rail and the type of rail to be used was of much discussion, with type 2A being decided upon. Mr. Carter concurred with the typical section widths as shown.

As of this date, Crook County has not constructed the required shoulder widths (with required materials) between M.P. 3.4 and the east end of the project. The county has requested doing this work and it must be completed before this contract can be contracted. Weather could delay this work by the county until next summer thus delaying any paving work on the contract.

Prices for this office's estimate were obtained from cost analysis and bridge sections in Salem.

Crook County was furnished a cost breakdown from M.P. 0.0 to 3.4, M.P. 3.4 to 8.56 and M.P. 0.0 to 8.56. The county wishes to build the project between M.P.0.0 to 8.56.

Any excavation for "Rock Gabions" should be included under the bid items"Rock Gabions".

A private cemetery is located right of Sta. 637 and at this time has no approach to the county road.

A proposed borrow source for the 7,770 cu. yds. of "Embankment in Place" is ½ mile left of Sta. 651. This old quarry site (IR-1-487) file No. 31839 was canceled in 1960, but Salem records show that the State is the owner. This area will produce good fill material but is not a source for surfacing materials. A second borrow source could be developed in the vicinity of the N 1/16 corner between Section 8 and 9, T14S, R19E. This area has been cleared recently and some material has been removed. The Forest Service has reestablished this corner (see tie) and own the area to the east with a private owner to the west. This office questions this corner location and the forest service maps has this corner in a different location (in relation to the highway). A third possible borrow source is left of Sta. 752 to Sta. 755. The county's grading operation has produced excess materials in this area, but would be least desirable of the three mentioned sources.

On the line revision at the proposed structure, ½ super should be used. This will match the existing super and the other curves and supers on this project. This project is subject to heavy snow and freezing weather.

The old existing R/W is assumed to be 30 feet left or right of centerline. The maps do not show this width nor could Salem tell this office what it might be. The proposed R/W is shown on the detail sheet.

Refer to the original narrative report submitted in July, 1978, for additional location information although the structure design has been changed.

In July when this location was originally submitted the Crook County Roadmaster was Duane Amens. Mr. Amens has since passed away and the new roadmaster is now Mr. Walt Martin an ex highway employee.

W. W. Robertson

W. W. Robertson
Resident Engineer

8942

FASB378

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 7-1985

Bend, Oregon, 97701

November 3, 1978

FROM: Ed Neilsen
Region Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Ochoco Highway-Ochoco Ranger Station
FAS-C B-378, Crook County

As requested, here is some additional survey data on the above project. The data is submitted as per the Resident Engineer's letter of transmittal to Region, with the following comments by this office:

1. Crook County has requested that the State definitely acquire the needed Right of Way for this project. This request has been coordinated with the Region Right of Way Supervisor, Harold Brainerd.

2. The narrative mentions a cemetary with no access. There is none needed to connect the road to the cemetary, so please disregard this item.

3. The original programmed amount was for $462,000. After completion of the project location the estimated cost is $690,000. Crook County has stated that they wish to pursue the entire amount to complete the project as located. A copy of a letter from our Federal Aid Engineer, John Hagedorn, to Hal Reynoldson, Project Management, explains the details of this request.

4. Attached to this additional survey data is the complete soils and geology summary as compiled by R. J. Van Cleave, Region Geologist.

5. During investigation of the roadway make-up, it was noticed that several areas of the roadway are beginning to break up and pothole. Some consideration for the repairing of these areas might be given in the anticipated items, or the addition of an additional bid item.

REFERRED TO

Board, Steudenmeyer, Cole, Semple, Brilson, Watson, Hager, Dunn, Lau, Return, Discuss, Do, File/Copy, Due

BY FINAL DESIGN ENGINEER 11-7-78

Vorstog, Christensen, George, Olson, Terpin, Sullivan, Scott, Anderson

RECEIVED
NOV 07 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

EN:pw

Copies sent to Rod Henry & Scott Dre

RECEIVED
NOV 7 1978
LOCATION SECTION

8942

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

October 25, 1978

FILE: 507-1985

FROM: John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Ochoco Highway-Ochoco Ranger Sta.
FAS-C B-378
Crook County

TO: H. Reynoldson
Project Management

As I explained to you over the phone last week, the subject project has been estimated at approximately $690,000., considerably higher than the $462,000. set up originally.

At a meeting (October 18, 1978) with County Judge Dick Hoppes, the reasons for the additional cost were explained. Also, suggestions for alternatives were discussed, such as shortening the project, the County performing a portion of the work, etc.

On Monday, October 23, the full County Court met and decided that they would prefer that the full $690,000. be programmed. According to my figures (you checked them during our phone conversation, Hal) the estimated additional needed would be $165,763., for a -3.0 priority rating.

Judge Hoppes understands that to go ahead with the full $690,000. means that he is "borrowing", in effect, three years funding.

A copy of this letter will go to the Judge as a confirmation of our conversation regarding the above.

JRH:pw
cc: Judge Dick Hoppes
Region

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ☒ FAE ☐ CI ☐
OCT 26 1978
TA Reynoldson File: PM FA LG OP

3942

Date 3/16/79 PROJECT MANAGEMENT OFFICE MEMO

Subject Ochoco Hwy - Ochoco Ranger Sta, Crook Co. FAS-C File No. _____

Received (call) ~~(visit)~~ from John Hagedorn

Address Bend

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion: Crook Co. will not complete their work until July 1. Looked at Job this last week and everything is still frozen solid.

Currently Scheduled for Apr. 26

Sullivan Says may move back to May 24 AHP

Told Sullivan April 26 letting desirable. Provides time for County deposit, Crushing and mix designs. Problem though. He may not have pit develop info in time. If he doesn't receive pit info in one week project goes to May 1 Letting

C.C. Jack Sullivan
DE Swan

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8942

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

October 20, 1978

FILE: 507-1985

FROM: John R. Hagedorn
Region Federal Aid Engineer

TO: H. Reynoldson
Project Management

SUBJECT: R/W Acquisition-Request to program for Federal participation in costs.
Ochoco Hwy-Ochoco Ranger Station
FAS-C B-378, Crook County

Judge Dick Hoppes, Crook County Court, has requested that the State handle the necessary right-of-way acquisition for this project. Only one parcel (one ownership) is involved.

Following is H. Brainerd's estimate:

Land	$ 300.00
Fencing	750.00
*Acquisition Costs	500.00
Total:	$1,550.00

* Includes cost of writing descriptions. Brainerd to do this

The Judge further requests that the project be programmed to include Federal participation in the costs.

JRH:pw
cc: Judge Hoppes

C.C. Cliff Laux /
J. B. Boyd - R/W

PROJECT MANAGEMENT
PME ☑ LGE ☑ CCE ☐ FAE ☐ OM ☐ OPE ☐
OCT 23 1978
TAA Reynoldson File: PM FA LG OP
Have R/W & FA take appropriate action

8942

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 3, 1978

FROM: David W. Bryson
Hydraulic Specialist

TO: F I L E

SUBJECT: Ochoco Hwy-Ochoco Ranger Station
FAS B-378
Crook County

The proposed project will replace an existing 24-foot single-span timber structure over Ochoco Creek.

Hydrology

Ochoco Creek is an east-west tributary of the Crooked River and drains an area of approximately 39.4 square miles above the proposed bridge site. Based on data from gage 14-0830, which has 14 years of record (1918-1922, 1925-1933), the following frequency vs discharge relationship was obtained using Log-Pearson Type III analysis. The values listed have been adjusted to reflect the difference in drainage area between the gage and the bridge site.

Frequency	Peak Flow
100-year	370 cfs
50-year	295 cfs
25-year	230 cfs
10-year	155 cfs
5-year	110 cfs

Hydraulic Design

The following information was provided by Jerry Davis of the Crook County Road Department. Approximately 2-1/2 miles downstream there is an existing 10-foot diameter multiplate pipe which has performed satisfactorily since it was installed approximately 15 years ago. Also, approximately 1-1/2 miles downstream there is an 18-foot bridge which has been performing satisfactorily since its installation in 1972. The 10-foot diameter pipe drains an area of about 81 square miles and the 18-foot bridge drains an area of about 50.5 square miles. Based on past history of other structures on the creek, it appears that an 18-foot bridge or a 10-foot diameter multiplate pipe should be adequate for the proposed site.

Observed highwater at the existing bridge has been approximately elevation 94.8 (assumed datum) or one foot below the bottom of the beams.

It is felt that this highwater was mostly due to backwater created by the dense willow growth in the channel upstream and downstream from the bridge and not the bridge constriction as the bridge is capable of conveying a discharge of approximately 1300 cfs at a stage of 94.8 feet. This discharge exceeds what could normally be expected at the bridge site. It is suggested that this willow growth be removed.

The 25-year flood of 230 cfs was chosen as the design flood for this project. An 18-foot single-span structure with vertical abutments was investigated and found to create 0.1 foot of backwater during the 25-year flood and 0.3 foot of backwater during the 100-year flood. Estimated highwater elevation for the 25-year flood at the proposed bridge would be 91.2 feet.

As an alternate to the bridge, a 20'0" x 8'3-1/2" bottomless multiplate arch with mitered ends is suggested. This structure type will create 0.9 foot of backwater during the 25-year flood and 1.3 feet of backwater during a 100-year flood. Headwater elevation for the 25-year design flood would be 92.4 feet. The county has indicated they would prefer a culvert to a bridge. The bottomless culvert should also satisfy the Fish and Wildlife Department as it maintains the natural stream bottom.

Riprap

For the bridge alternate it is suggested that the toe of abutments and wingwalls be protected with a 12-inch blanket of Class 50 loose riprap. For the multiplate alternate it is suggested that the embankment slopes at the inlet and outlet be protected with a 12-inch blanket of Class 50 loose riprap. The culvert footing should be protected with a 12-inch layer of Class 50 loose riprap.

DWB:jp

cc Frank Terpin
Walt Hart
Jack Davis
D.O. Christensen
Dale Allen
Don Harwell

PROJECT MANAGEMENT
CCE ☐ OM ☐
FAE ☐ OPE ☐
OCT 3 1973
File: PM FA
LG OP

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs / m^3/s	230	370	
Frequency - yrs.	25	100	
H.W. Elevation ft. / Natural Channel m.	91.2	91.9	
~~H.W.~~ Backwater Elevation ft. / ~~Channel Change~~ m.	91.3	92.2	
Average fps / Velocity mps	5.5-6.0	7.0-7.5	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *Bridge alternate*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Ochoco Hwy. - Ochoco Ranger Station
FAS B378
Crook County

COMPILED BY:	DATE:
Dave Bryson	Sept. 28, 1978

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs / m^3/s	230	370	
Frequency - yrs.	25	100	
~~HW~~ Headwater Elevation ft. / Natural Channel m.	92.4	93.5	
~~HW~~ Tailwater Elevation ft. / ~~Channel Change~~ m.	90.9	91.6	
Average fps / Velocity mps	4.3	5.7	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 20'-0" x 8'-3½" bottomless multiplate pipe

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Ochoco Hwy. - Ochoco Ranger Station
FAS B378
Crook County

COMPILED BY:	DATE:
Dave Bryson	Sept. 28, 1978

8942 8-2-78

OCHOCO HWY. - OCHOCO RANGER STA.
FAS B378
Crook County

LOCATION NARRATIVE REPORT

This is a location survey for overlaying of approximately 8.5 miles and structure replacement of the Ochoco Creek Bridge at M.P. 5.2 of FAS B378 in Crook County.

This narrative will be divided into Part 1 - Roadwork and Part 2- Structure.

Part 1 - Roadwork

The authorization for survey stipulates an overlay with shoulder aggregate following the existing alignment. The typical section provides for two 11' travel lanes and 2' shoulders for a total width of 26'. Apparently due to excessive roadway deflection a cold mix surfacing has been proposed. From M.P. 0.0 to M.P. 3.4 a 2" cold mix surfacing is proposed over an existing cold mix and penetration oil mat. From M.P. 3.4 to M.P. 8.5 (end of project) a 4" cold mix surfacing is proposed over an existing 5" penetration oil mat.

There are fourteen road approaches throughout the length of the project.

There is currently a considerable amount of log truck traffic using this route to haul to Prineville. Also, during the summer and fall seasons, this road is a main arterial to the Ochoco Nation Forest, a fine recreation area. There is a forest service ranger station near the end of the project.

No additional R/W should be required for the roadwork, but possibly for the structure replacement (see part 2 - structure).

An investigation of material sources has been made by the Region IV Geologist and the proposed quarry site is a forest service pit near Walton Lake. The cores taken of the existing roadway indicate the base is approximately 6" of pit run base. The Region Geologist will report in more detail on the proposed quarry and also soils investigation.

Pacific Northwest Bell has a buried phone line throughout the length of the project (See part 2 - structure).

No drainage problems are anticipated on this overlay. The Canyon Creek arch pipe near the end of the project has a stream flow measuring device.

Crook County has requested that additional rock be crushed for their future use.

Part 2 - Structure

The existing structure over Ochoco Creek at M.P. 5.2 is a 22' wide by 24' long timber structure. The structure at present is in bad sorts. Helper stringers have been added to all existing stringers. The left railing is completely missing. No timber boring was done to determine the condition of timber caps, etc. From visual inspection and noise made by traffic crossing the structure, the wooden decking appears to be loose. A sketch of the existing structure is included with this location.

Vegetation both upstream and downstream along the main creek channel banks. This vegetation has caused a minor channel change immediately upstream from the structure. No channel change is proposed, but the vegetation should be reduced.

The existing structure is on a 18° curve. The proposal sent in with this location project is to construct the new structure immediately upstream so the existing structure can be used to maintain traffic while the new structure is being constructed and by moving upstream reduce the degree of curve.

The estimate for the new structure was made using concrete spread footings, concrete bent walls with wings, 15" precast/prestressed slabs and metal railing with double thickness approach railing. The structure length would be 24' by 28' wide. No soils investigation has been made at this time although a picture is included showing typical streambed gravels.

No high water marks were found, but in talking with the County Road Master, he stated that he has personally seen water within one foot of the bottom of the stringers. Due to this statement the new structure length has not been reduced, but kept at 24' long, using 15" concrete slabs which would increase the waterway somewhat. Photos of the existing structure plus alignment and upstream and downstream photos are included with this location data.

The Department of Fish and Wildlife would prefer a structure using a natural streambed for fish passage rather than a culvert.

A streambed profile of Ochoco Creek in this area is shown on the vicinity map.

There is considerable logging in higher elevations of the Ochoco Creek drainage area. The number and extent, and past logging history is unknown.

Pacific Northwest Bell has a buried telephone cable throughout the project and it crosses the roadway in the vicinity of the structure, but the exact crossing location is unknown.

If the structure is built upstream, additional R/W will be required. The landowner on the upstream side is Boston Cattle Company. Crook County stated that they have had good success in R/W negotiations with this particular landowner.

Crook County Roadmaster is Duane Amens, located in Prineville, Phone No. 447-4644.

H. H. Robertson Res. Engr.

Structure Alternate "A"

An alternate type of structure was requested for this location project to determine if the costs for the structure replacement could be reduced.

The alternate used was a structural plate arch using concrete headwalls. There is a current contract (Mountain Creek) where a structural plate arch is being installed. The unit prices for our cost estimate was obtained from this contract.

The average end area of the existing structure was approximately 140 sq. ft. The structural plate arch proposed is a 25' x 10' giving approximately 186 Sq. ft. of end area or a 25% increase in area.

The estimate price for this structural plate arch is $25,710 versus $40,680 for the precast/prestressed structure.

The embankment, base rock and leveling aggregate quantities needed for moving the alignment upstream have been included in our estimate of costs. These costs will be incurred which ever structure design is used, although Crook County has stated that they would do the embankment if it could be done in their off season. This would reduce the amount of our estimate by approximately $15,000.

Our estimate also does not include any monies for additional right of way if the alignment is moved upstream at the structure location as right of way negotiations would be handled by Crook County.

The existing line or proposed alignment change have not been established in the field as it was determined not necessary at this time.

W. W. Robertson
Resident Engineer

ALTERNATE "A"

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Ochoco Hwy. - Ochoco Ranger Station Unit

ghway FAS B378 County Crook Prefix 507-1985

NGTH 8.4 Miles Computations by Orville Aas Date 7-26-78

ROADWORK ..... $ 385,712.00

STRUCTURES:

	$	
	$	
	$	
	$	

TOTAL: STRUCTURES ..... $ 25,710.00

ADDITIONAL
ANTICIPATED ITEMS

Temp. Erosion Control	$	2,000.00
Adjust P.N.B. Utilities	$	1,000.00
Perm. Pavement Striping	$	1,284.00
	$	
	$	
	$	
	$	
	$	
	$	

TOTAL: ADDITIONAL ANTICIPATED ITEMS ..... $ 4,284.00

TOTAL : # ..... $ 415,706.00

.135 % ENGINEERING AND CONTINGENCIES ..... $ 56,120.00

RIGHT-OF- WAY ..... $ 0.00

TOTAL ESTIMATED COST =$ 471,826.00

Alternate "A" QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 2 Sh

Section Ochoco Hwy. - Ochoco Ranger Station Unit

Highway FAS B378 County Crook Prefix 507-1985

Length 8.4 Designer W. W. Robertson Draftsman Orville Aas Date 7-26-78

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
STRUCTURE (ALTERNATE)						
Toe Trench Excavation	CU.Yd.	30	---	30	5.00	150
Shoring, Cribbing, etc.	Lump Sum	100%	---	100%	2,000	2,000
Concrete in Headwalls & footings	Cu.Yd.	40	---	40	200.00	8,000
Reinforcement in Headwalls & Footing	lb.	5,000	---	5,000	0.40	2,000
Structural Plate Arch	Lin.Ft.	36	---	36	250.00	9,000
Guard Rail, Type 2A	Lin.Ft.	200	---	200	11.50	2,300
Guard Rail Anchors, Type I	Each	4	---	4	200.00	800
Rail End Pieces, Type "C"	Each	4	---	4	115.00	460
Loose Rip Rap, Class 700	Cu.Yd.	100	---	100	10.00	1,000

Total

8942

FORM 81-734-2030

CAS B378

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 507-1985

Bend, Oregon 97701

July 28, 1978

FROM: Edgar M. Nielsen
Region Office Engineer

SUBJECT: Location Survey
Ochoco Hwy-Ochoco Ranger Station
Crook County, FAS B-378
Prefix No. 507-1985

TO: Frank Terpin
Location Engineer

Enclosed is the following location data for the above project. The Resident Engineer noted in his narrative that Pacific Northwest Bell has a buried Telephone cable in the vicinity of the structure with the location unknown. Since the location was worked up, it has been decided that the Resident Engineer will attempt to locate the line and plat the same on a copy of the map and submit to your office as soon as possible.

Enclosed:	1 book	Field Notes
	1 pad	Project Photos
RAIDER	1 roll	Vicinity Map (mylar)
	1 roll	Partial vicinity map showing proposed alignment change.
	1 envelope	Containing Authority for Survey, location checklist, location engineer statement, narrative report, two alternate cost summarries, project assessment, 3 sheets surface calculations, 2 sheets structure estimates, striping, temporary signs, existing structure bent detail, map and highway reference sheet and a computer run for new alignment proposal.

Note: Mapsshipped under separate cover.

EN:mr

encl

RECEIVED
JUL 31 1978

To Chris Nielsen 8-3-78

8942

OREGON STATE HIGHWAY DIVISION

Form 81-734-1181

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Crook County Court
Courthouse
Prineville, OR 97754
Attention of Hon. Dick Hoppes, County Judge

Request No. (assigned by staff engineer or head of section) CC 1836

Date June 16, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance Deposit $910.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$250.00	
		To be transferred to State Highway funds for the PE for the Ochoco Hwy.-Ochoco Ranger Station Section FAS-B378 (Note AD-430)		$660.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 910.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 507-1985-

Submitted by: Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8942

Date: May 23, 1978

Crook County Court
Courthouse
Prineville, OR 97754

Attn: Honorable Dick Hoppes
Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Ochoco Hwy. - Ochoco Ranger Station, Section on Ranger Station Road, FAS B 878.

Financial sharing of the preliminary engineering is:

Total P.E.	$13,000.00
Federal Funds	~~11,180.00~~
Balance	$ ~~1,820.00~~

Local Share:
~~is 7% of $13,000.00 or~~ ½ of $1,820.00 = $910.00

Please make your check in the amount of $910.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G.W. Wimer
Local Government Manager

bc w/AD#___: Vern Skoog - Please return completed AD#430 when check is received.
Region 4 Federal Aid Engineer

430

8942

May 23, 1978

Board of County Commissioners
Crook County
Courthouse
Prineville, OR 97754

Attention: Grace Bannon
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6566

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Ochoco Highway-Oahoco Ranger Station Section of the Oahoco Ranger Station Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fbm

Att.

cc Don Harwell (agree. att.)

Form FHWA 121 (Rev. 5-73)

8942

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 18, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project RS-B378(1)
Ochoco Hwy-Ochoco Ranger Sta.
Ochoco Ranger Station Road
Crook County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your May 9, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Reese for
G. L. Green

cc:
Mr. D. H. Moehring, Proj Mgt
Region 4, Env.
Environmental Section
May 19, 1978
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
Dale Allen
R. L. Lammert
R. J. Vancleave
Gerald Wimer
B. L. Gifford
Larry Asburry

Don Keyes (8)

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 22 1978

File: PM FA
TAA LG OP

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B378(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 9, 1978

Section Ochoco Hwy-Ochoco Ranger Sta. Unit (if appl) _____

County Crook City _____

Highway Ochoco Ranger Station Road State Hwy. No. FAS B-378

Termini: M.P.(if appl) 8.4 Length 8.4

Region 4 Construction Estimate 462,000 (FAS-C)
Program Amount

B. Purpose of Project:

To overlay with pavement and preserve present pavement that is rapidly deteriorating. Wooden bridge would be replaced with a reinforced concrete bridge.

C. Origin & History of Project: Ochoco Ranger Station Road was at one time part of the State Highway from Prineville to Mitchell. When the State Highway was relocated, the County took it under their jurisdiction. At the time the County accepted the road it was a gravel road, and over the years due to increased traffic, was upgraded to a two lane paved road. This road is also one of the main access roads to Ochoco National Forest and gets a great deal of logging and recreation traffic. Crook County Court has made this project their number one priority for FAS-C funding.

D. General Description of Project:

The existing two-lane facility will be overlaid with new pavement and the shoulders built up and widened to save the existing roadbed that is deteriorating. No bikeways are being considered.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 220; Projected ADT _____; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT 220; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):
Wooden bridge at M.P. 5.2, 22 feet wide by 24 feet long will be replaced with a reinforced concrete structure of approximately the same dimensions.

Brief Description of River or Stream and Type of Involvement, if any:
The bridge replacement will be done with very little disturbance to the stream bed and banks. No channel change work is anticipated. Initial coordination with the Department of Fish and Wildlife indicates they have no objections to constructing a new bridge. Fish and Wildlife would prefer a natural stream bed rather than a culvert for fish movement.

Local City, County or COG priorities of project:

Crook County Priority No. 1, FAS-C project.

FHWA and/or OSHD approvals given, if any:
Oregon Transportation Commission approval on March 28, 1978.

Location or Design Alternatives (identify and describe):
No Build.
Overlay without new structure.

Other Descriptive Information or Comments:
Traffic will have to be maintained during construction.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography consists of rolling hills with Ochoco Creek, which is fed by melting snow, meandering through the valley adjacent to the road. The elevation of the valley ranges from 3,400 to 3,900 feet. The hills have scattered timber consisting mostly of juniper and various species of pine. The valley is grassland.
Soils in the area are dense clay with some basalt. There is no history of potential maintenance problems.
Ochoco Creek contains both native and planted trout.

2. Cultural:

The prime land uses and economic bases are agricultural and timber. The valley area consists of dry land cattle grazing. The majority of timber harvest occurs at the higher elevations above the valley. The road serves log hauling, farm to market, and recreation areas in National Forest Lands surrounding the area.

Much of the valley is under irrigation from Ochoco Creek.

No relocation of utilities is anticipated.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None Needed.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
In compliance

b. Noise Standards
In compliance.

c. Water Quality Standards

In compliance

d. Area Land Use and Transportation Plans, and Zoning

In compliance with applicable State planning goals and local Comprehensive Plan and zoning.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__XX__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __XX__ 3 ____ 4

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-12-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-B378(1)

PROJECT NO.
See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
80280

COUNTY NAME
Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	5-12-78	Secondary B378 / County Road

GENERAL LOCATION:
"Ochoco Hwy - Ochoco Ranger Station"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including Archeology salvage and utility preparatory work
- ☐ OTHER (Specify) TEC NTE $13,000 - FF $11,150

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's May 8, 1978 letter I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

NOTED
R. WARD

Swan 5-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8942

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 8, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT PROJECT DATA SUBMISSION
Item No. 80280
Project No. RS-B378(1)
Ochoco Hwy-Ochoco Ranger Station Section
Crook County

Attached data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1. Concurrence that the project falls in the classification of non-major action as set forth in FHPM 7-7-2, Para. 10e.

2. Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage necessary to obtain PS&E approval at an estimated total cost of $13,000 with an obligation of $11,150 in federal funds.

DRH:dmc
Att.
cc: Dale Allen (Region 4)

PE-MD 430

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM Pk-1 (REV. 4-61)

May 8, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION *(45 typewriter spaces)* 21: Co. Rd., Jct. US26 15.4 mi. E. of Prineville, E. 8.4 mi. 68

ADT — PRESENT: 200 — FUTURE: 300 (66)(70) — YEAR: 98 (71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Preliminary Engineering 28 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S): RS- NUMBER: B378 (1) 14 23 7

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Secondary — NAME OF URBAN AREA (17-31): -- — COUNTY NAME: Crook — CODE: 01 (11-13) — ROUTE NO. S: B378 (32) — FEDERAL-AID — STATE: Co. Rd. (36)(37) — U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Ochoco Hwy.-Ochoco Ranger Station Section"	8.4	13,000	11,150	1,138	712 (Co.)
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	8.4	13,000	11,150	1,138	712 (Co.)
								(10)	(23) (24)		(33)	

(13,000) (11%) = $910

CARD 1 — CODE 1 — PREPARED BY: DRH

CARD 1 — 14 — PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

May 8, 1978

CATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPR CODE	ITEM NO.
, Jct. US26 15.4 mi. E. of Prineville, E. 8.4 mi.	ADT	200	300	98	10	Oregon	41	075	80280
65			(68)	(70) (71) (72)			(2) (3)	(4) (9) (14)	(18)

5 typewriter	NATL. FOREST	FH ROUTE NO.	SURV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ring								RS-	B378 (1)			
62	(63) (65)	(66) (69)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)	27

COUNTY NAME: Crook — CODE: 013 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO. S — FEDERAL-AID: B378 (32) — STATE: Co. Rd. (36) (37) — U.S.: -- (41)

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	83		(54) (58)	(59) (66)	(67) (76)			
			8.4	13,000	11,150	1,138	(13,000) (17%) = $10 712 (Co.)	
T		"Ochoco Hwy.-Ochoco Ranger Station Section"						ROW-95' min.; Access Control-none; Parking Restrictions-None
		DRH — PROJECT TOTALS	8.4	13,000	11,150	1,138	712 (Co.)	
ATES				(16) (23)	(24) (33)	REMARKS		

-Over-

USCOMM DUSCOMM-DC 48908-P61

OCHOCO HWY.-OCHOCO RANGER STATION SECTION
PROJECT NO. RS-B378(1)

Existing Facility:
Roadway--M.P. 0.0 to M.P. 3.4 Bituminous surfaced 2-11 foot lanes with 4 foot gravelled shoulders.
M.P. 3.4 to M.P. 8.4 Gravelled surface 26 foot.

Structure--Ochoco Creek Bridge No. _____, Frame Trestle with concrete pedestal, Length 23', HC 19' 6", Loading H-13.

Adjacent Sections:
West End--Jct. with Ochoco Highway.
East End--Gravelled surface 26' wide.

Project Data: Work under this project consists of preliminary engineering all phases including utility preparatory work and archeological salvage as required for the future overlay, required widening, replace existing bridge, approximately 23 feet long, on present alignment and incidental work common to this type of project.

FHPM 4-1-4 Requirements: Exempt from A-95 reviews under working agreements.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8942

March 18, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT FAS-C Project Requests

On the consent calender for the March 28 meeting will be two requests for approval of FAS-C Projects.

Crook County is requesting a $462,000 project to overlay a 8.4 mile segment of Ochoco Ranger Station Road and to replace a structure over Ochoco Creek.

The request from Lake County is for a $219,000 project to realign two sections of Buck Creek Road.

FAS-C funds for these projects are estimated at $585,660 with the State providing approximately $47,670 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the FAS-C program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Bunce
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Verstoeg
Dale D. Allen, Reg. 4
D. N. Harwell
George Bell

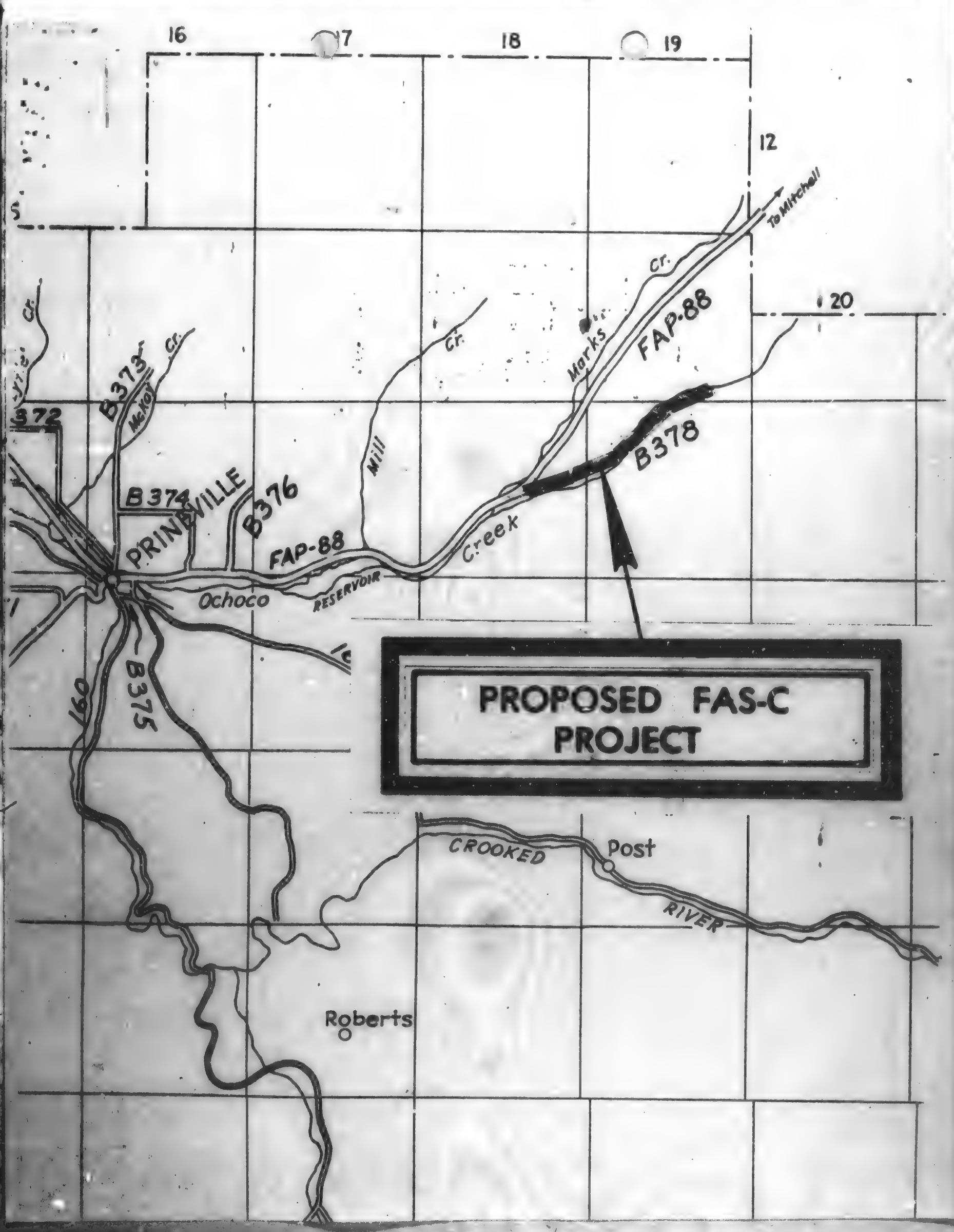
CROOK COUNTY
Proposed FAS-C Project

Ochoco Hwy.-Ochoco Ranger Station
Ochoco Ranger Station Road, FAS B378
Pave and Structure
8.4 miles
$462,000

This project consists of placing a pavement overlay and constructing aggregate shoulders on Ochoco Ranger Station Road. The existing bridge across Ochoco Creek will be replaced with a new structure.

State will perform the preliminary and construction engineering.

78-b
3-14-78


16
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FAP-88
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Mill
Cr.
McKoy
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B374
PRINEVILLE
B376
FAP-88
Creek
B378
RESERVOIR
Ochoco
160
B375
PROPOSED FAS-C
PROJECT
CROOKED
Post
RIVER
Roberts

Form 81-124-3030

8942

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Ochoco Highway-Ochoco Ranger Station

Highway Ochoco Ranger Station Road (FAS B378)

County Crook

Date February 13, 19 78

Authorization No. 1

Survey Prefix 507-1985
(Assigned by Salem office)

Description of termini, route, length, etc.:

Ochoco Ranger Station Road (FAS B378) from the Ochoco Highway to Junction Canyon Creek Road, Road No. 4624. Total length 8.4 miles.

Purpose of survey:

Prepare plans, specifications and estimate of cost for overlaying and placing shoulder aggregate and replace structure.

RS-B378(1)
5-12-78

Estimate of cost:

Field	901	6,000
Plans	905	1,000
Bridge	906	3,000
Soils	910	500
Hydraulics	918	500
Specifications	921	500
Found. Expl.	926	1,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 13,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: R Claburn
Field Engineer

Recommended for Approval: Frank E. Turpin
Location Engineer

Recommended for Approval:
Regional Engineer

Approved: E J Hunter
Tech. Serv. Engr. Assistant State Highway Engineer

SP*19[illegible]-724

8942

FEDERAL AID PROJECT REQUEST

Date 12/15/77

Applicant Agency CROOK COUNTY ROAD DEPARTMENT

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. B 378 Route Name Ochoco Ranger Station Road

Project Name Ochoco Ranger Station Road Resurfacing

Project Length 8.4 Project Location (Attach sketch map)

Project Description Crush the rock for paving, mix and lay paving overlay. Crush rock for shoulder's and place. Replace structure.

Average Daily Traffic 220 Design Speed 55 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes 22 Shoulders 2' gravel
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 26' Travel Lanes 22 Shoulders 2' gravel
Medians None Parking None
Curbed None Length Curb Radii None
Sidewalk/Bikeway None
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

ROE RE RCE FAE
RTE RECEIVED GEO
RUE FEB 10 1978 RDE
RSO REGION 4 RBE
ASSIGNED

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Mile Post 5.2

Type Wooden

Approach Roadway Width 22 feet Shoulder Width 2'

Length 24 feet Width 25 feet

To remain in place?

2. Proposed Structure:

Location Mile Post 5.2

Approximate Size: Length 24 feet Width 26 feet

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No XX

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — By applicant — Office
2. Environmental — Office
3. Public Hearing — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State XX _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State xx Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Shoulder build up before award of contract

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 425,000
Right-of-way costs (if participating)	---
Traffic control	5,000
Illumination	---
Structures	27,000
Railroad	---
Other_____	---
Preliminary engineering	5,000
PROJECT TOTAL	$ 462,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

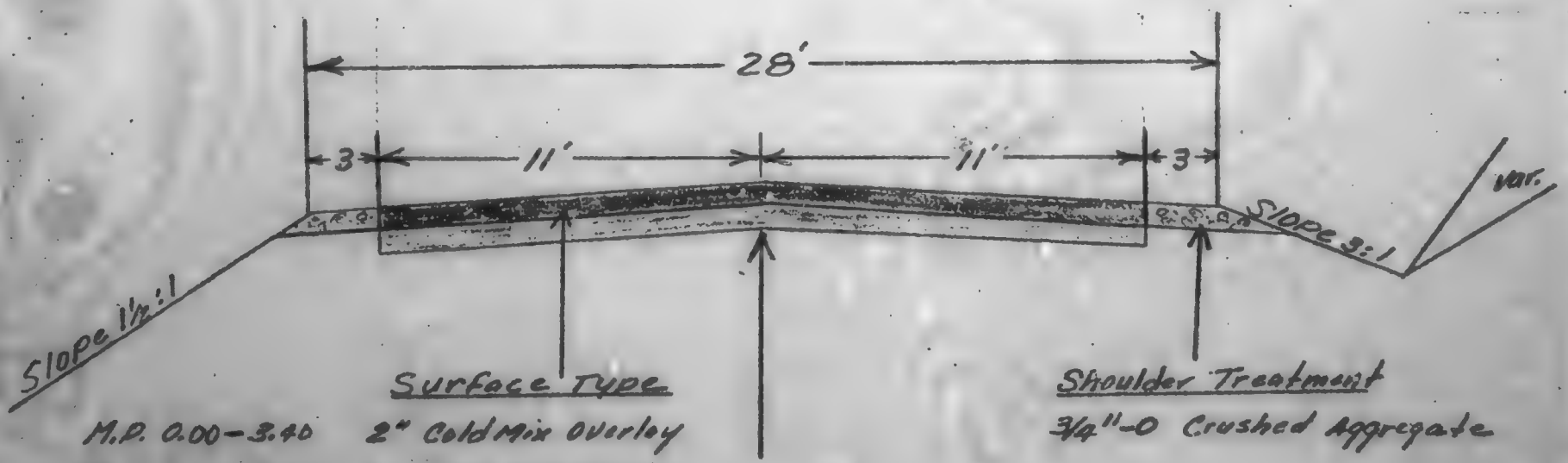
CITY OF _____ and/or CROOK COUNTY

By _____ By Dick Hoppes - Judge

By _____ By William L Ewing

By Frances L. Burgess

TYPICAL SECTION



Surface Type

M.P. 0.00 – 3.40 2" Cold Mix Overlay

M.P. 3.40 – 3.45 3" Cold Mix Overlay

Shoulder Treatment

¾"-0 Crushed Aggregate

Existing Type Surface

Approx. 2" Cold Mix over an Old Oil Mat.

1-18-78
D.A.S.

Ranch
HEMSLEY BUTTE
Ranch
GREEN MOUNTAIN
5400
Ranch
Ranch
Creek
ROCKY BUTTE
MAHOGANY BUTTE
Old Hwy
2932
3100
Ranch Road
BARNES BUTTE
6283
Prineville
R.16 E
26
16
Ranch
Reservoir
Ranch
Spillway
3130
3000
Ville
126
Wayside
Park
7
8
9
4580
17
Ranch
Crooked River
BARNES BUTTE
4215
4320
EAGLE ROCK
3470
Ranch
18

Cale
Corral
Camp
SLIDE MTN
6186
Walton Lake
NATIONAL FOREST
5000
Creek
Ranch
BIG SU
Johnson Creek
Crook
Ranger Station
6000
CABLE BUTTE
4796
Lookout tower
5688
LUCKY BUTTE
5457
PRAIRIE HILL
5907
POLLARD BUTTE
5162
4000
Cabin
5470

.1979 N. Umpqua River 3943
.(Winchester Br. Northbound
.Pacific Hwy. (Deck repair)

8943

cc: State (H S Coult[illegible])

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-11-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-8-80	T. P. Lowe, Area Engineer	IR-5-3(117)129

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
3-28-80	5-28-80	100 *	290 days

APPROVED EXTENSIONS	LOCATION
5 days - Phase A only	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. UMPQUA RIVER (WINCHESTER) BRIDGE
PACIFIC HIGHWAY
Bridge Reconstruction

The project provided a high density concrete deck overlay of approach spans and a complete new deck on the main span.

RECEIVED
STATE HWY ENGR
DEC 12 '80
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

12-12 dcf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-8-80	TITLE Field Operations Engineer	DATE 12/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

1943

Files

1.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

6-5-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hertz Electric, Inc. No. 8901	E.Idaho Ave.@ E.Lane (Ontario)	May 12, 1980
Hertz Electric, Inc. No. 8964	Pac. Hwy. E. @ Berg Parkway (Canby)	May 12, 1980
Paul Bros., Inc. No. 8759	Garden Valley Blvd.-Fairgrounds Intchge.	May 16, 1980
Hansen Electric Co. No. 8938	Broadway St. @ 16th St.(North Bend)	May 16, 1980
Hamilton Const. Co. No. 8928	Judkins Point O'Xing.	May 20, 1980
Southern Oregon Rock Co. No. 9078	Port Orford Rock Production	May 27, 1980
Babler Bros., Inc. No. 8934	Crooked River Hwy.-Frederick Butte Rd.	May 27, 1980
Columbia West Matls. & Constructors, Inc. No. 8909	E. Fremont Bridge Connection	May 28, 1980
Hamilton Construction Co. No. 8943	N. Umpqua R. (Winchester) Bridge, N. Bound	May 28, 1980
Columbia Pacific Construction Co. No. 8898	Coast Fk. Willamette R. (Harrison Ave.) Bridge	May 30, 1980
Tice Electric Co. No. 8835	Powell Blvd. @ 162nd & Sandy Blvd. @ 122nd and 162nd	May 30, 1980
J. B. Steel, Inc. No. 8854	Port of Entry (Klamath Falls)	June 3, 1980

June 5, 1980

C. T. Keasey
Asst. State Highway Engineer

8943

June 2, 1960

Pyramometrics Laurence Company
1150 South Olive Street
Los Angeles, CA 90015

OSH 5
J8943

Gentlemen:

Contract No. 8943 awarded to Hamilton Construction Company for deck repair of the North Umpqua River (Winchester) Bridge Northbound on the Pacific Highway in Douglas County was completed on March 28, 1960, and accepted by the State Highway Division on May 26, 1960.

Final payment in the amount of $9,625.50 will be released to the contractor after June 9, 1960. The total contract amount is $[illegible].55 including $7,686.50 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Germain
COMMISSION SERVICES

PWW/gnk

cc: Hamilton Construction Company
P. O. Box 699
Springfield, OR 97477

Kuenzi & Rowland, Inc. of Oregon
1911 N. W. 21st Avenue
Portland, OR 97209

bc: G. T. Keasey
Wals Hart
V. E. Skoog Attn: Dick Manek
Alfred Shirley

8943

4-14-80

Narrative Report

Project: N. Umpqua River (Winchester) Bridge N. BD.

Deck Repair
Contract Number #8943
Douglas County

Contractor: Hamilton Construction Company

Springfield, Oregon
Robert Lauderbaugh, Project Superintendent
June 13, 1979 - October 27, 1979
Richard Gilliam - Project Superintendent
October 29, 1979 - January 4, 1980

Date of Construction: June 26, 1979 through January 4, 1980

DOC
wooden barriers safety hazard?
4-14-80
This standard practice to use wooden barricades in conjunction with plastic markers to prevent vehicle from deliberately driving over the markers.
Type II or III tapers DOC
Acknowledgement letter written. DOC

1 Versteeg
Anderson DOC
2 Christensen
Olson
Sullivan copy
Terpin
Trout
Wakerlig

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Action

Contract award date was May 31, 1979.

Calendar Day Count began June 13, 1979. The specified Calender Day completion was stipulated with two parts. 200 calender days were allotted for the completion of the bridge deck and all work necessary to open the structure to traffic and restore the median barrier to its original position. The second completeion was 290 calender days which entailed all work necessary to complete the project.

Part A of the Calender Day Charges was exceeded by five calender days. A time extension was submitted for an additional 16 calender days. The basis of the time extension was the fact that the "Temporary Illumination" plans were revised after award of the contract. The materials for the illumination was more than double the original plans. At the time of this writing, the time extension has not been approved.

Phase I Construction:

This phase consisted of installation of the Temporary Illumination, Temporary Signing and all work necessary to remove traffic from the Northbound structure and place on the Southbound structure. This work started June 26, 1979 and traffic was placed on the Southbound detour August 1, 19 9.

Phase II Construction:

This phase consisted of the structural overlay of the existing concrete spans, removal and reconstruction of the deck on the steel spans and the removal and reconstruction of the parapet railing.

The Iowa method was used for the structural overlay of the concrete spans.

The existing concrete deck on the steel spans was sawed longitudinally and transversely. These saw cuts were approximately 15 feet on center transversely and over the center of the three interior stringers longitudinally. These sections were lifted out with a crane and transported from the project. The contractor reportedly sold the deck sections to private individuals.

This method proved to be a very clean operation as the structuralsteel did not receive any damage from falling concrete as there was none. There was some slurry deposited on the steel members from the saw cutting operations, but this was wiped clean during the form removal operations.

The removal of the metal railing presented one of the more difficult tasks. The contractor originally started removal of the concrete posts with a backhoe mounted hoe-ram. This method created quite extensive spalling on the bottom of the overhang area.

The contractor immediately changed to a smaller sized hoe-ram which proved more successful. The ram was used to remove approximately 90 percent of the concrete posts and a jackhammer was then used to complete the operation. The revised method worked very well and kept the spalling to a minimum.

The actual bridge reconstruction began August 1, 1979 and was complete December 21, 1979 with 103 working days used to complete the bridge work. The contractor personnel on this project were very well organized in all phases of the project. A large amount of the time was utilized in advanced planning and I was informed continually. This enhanced continuity between engineering and construction of the project. In essence, it was a pleasure working with a group of people who took pride in their work.

Phase III Construction:

This phase consisted of restoring the traffic lanes to their original patterns. The modified concrete median barrier was removed from the project and median barrier restored to its original lines and grades. Traffic was placed on the newly constructed Northbound structure on December 26, 1979. We did not experience any traffic accidents related to the detours during construction of the project. During the Thanksgiving Holiday, the traffic was heavy and the one lane traffic pattern across the Southbound structure did create a restriction. This caused the Northbound traffic to back-up nearly to the North Roseburg city limits.

An area of concern during the closure of the Northbound structure was traffic damage to the "Plastic Safety Markers". The safety markers were used to deliniate the lane closures on each end of the project. The temporary protection and directional plans specified 75 safety markers. We purchased 170 safety markers for this project. This means 95 safety markers were damaged, beyond effective use, by traffic. This was an increased cost to the project of $7,125.00. We suspected that some of the damage was of a vandelism nature. We received permission to install wooden barricades, intermingling them with the safety markers. This seemed to deter or slow down the damage.

Alva D. Vohland

Alva D. Vohland
Ass't Res Engr
January 28, 1980

Specifications:

The specification for Class 2 deck preparation creates a problem, as they are written. The problem arises when we establish Class 2 removal areas and the contractor removes the unsound concrete. In a number of areas we experienced removal beyond one-half the deck thickness. The contractor requested this work to be extra work, as the specifications are written. This then becomes the problem as we have no prior knowledge of when the extra work basis is in effect.

Recommended Specification for Class 2 Deck Preparation:

Class 2 preparation shall consist of removing, by chiping, all unsound concrete from the lower limit of Class 1 preparation. Where (a) at least 50% of the periphery of the rebar is exposed during concrete removal, or (b) at least 25% of the periphery of the rebar is exposed during concrete removal and corrosion is present to the extent that loss of section in the rebar has occured or (c) it is otherwise evident that the bond between the existing concrete and reinforcement has been destroyed, the concrete adjacent to the rebar shall be removed to a minimum of 3/4-inch clearance around the rebar to permit the new concrete to bond to the entire periphery of the exposed rebar. Determination of the existence of the conditions described herein will be made by the engineer.

Alva D. Vohland
Ass't Res Engr

January 28, 1980

Project: N. Umpqua (Winchester) Bridge
Highway: Pacific
County: Douglas

Contract No.: 8943
Prefix: 610-1089
F.A. No.: IR-5-3(117)129

Item #	Item	Unit	Original	Semi-final	%(+ or -)
	SUMMARY				
	Bid Items	$	897,170	896,822	0
	Anticipated Items	$	22,000	16,898	-23
	Contingencies	$	41,363	45,146	+9
	Engineering	$	82,725	57,000	-31
	TOTALS		1,043,258	1,015,866	-2

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

#03	Temporary Signs	Sq. Ft.	540	676.75	+25

Constructed as per project plans. Original authorization was underestimated.

#08	Temporary Plastic Safety Markers	Each	75	170	+127

Plastic safety markers were placed as per project plans. Replaced 95 plastic safety markers destroyed by traffic.

#12	Moving Temporary Concrete Barriers	Lin. Ft.	1,200	1,034	-14

Original authorization included 100 feet of barrier in excess of what was required by the project plans. Also, the taper on the south end of the project was shortened by 75 feet.

#25	Class 2 Preparation	Sq. Yd.	300	127	-58

Performed class 3 preparation as per project plans. Original authorization was over-estimated.

PA-4	Additional Illumination	$		30,813	

Original illumination plans were found to be inadaquate and were revised to provide enough illumination for the safety of the traveling public.

0-3	Class 3 Preparation	$	5,000	958	-81

Performed class 3 preparation as per project plans. Original authorization was over-estimated. Also, item was partially covered by Price Agreement #5.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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APR 9 1980
ROAD DESIGN SECTION

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Bring Up ___/___/___
Action

8943

STATEMENT OF OVERRUNS AND UNDERRUNS

I-5

Project: N. Umpqua (Winchester) Bridge
Highway: Pacific
County: Douglas

4-9-80

Contract No.: 8943
Prefix: 610-1089
F.A. No.: IR-5-3(117)129

Item #	Item	Unit	Original	Semi-final	%(+ or -)
	SUMMARY				
	Bid Items	$	897,170	896,822	0
	Anticipated Items	$	22,000	16,898	-23
	Contingencies	$	41,363	45,146	+9
	Engineering	$	82,725	57,000	-31
	TOTALS		1,043,258	1,015,866	-2

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

203	Temporary Signs	Sq. Ft.	540	676.75	+25

Constructed as per project plans. Original authorization was underestimated.

208	Temporary Plastic Safety Markers	Each	75	170	+127

Plastic safety markers were placed as per project plans. Replaced 95 plastic safety markers destroyed by traffic.

212	Moving Temporary Concrete Barriers	Lin. Ft.	1,200	1,034	-14

Original authorization included 100 feet of barrier in excess of what was required by the project plans. Also, the taper on the south end of the project was shortened by 75 feet.

225	Class 2 Preparation	Sq. Yd.	300	127	-58

Performed class 3 preparation as per project plans. Original authorization was over-estimated.

PA-4	Additional Illumination	$		30,813	

Original illumination plans were found to be inadaquate and were revised to provide enough illumination for the safety of the traveling public.

0-3	Class 3 Preparation	$	5,000	958	-81

Performed class 3 preparation as per project plans Original authorization was over-estimated. Also, item was partially covered by Price Agreement #5.

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dk Christensen copy
Olson
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APR 9 1980
ROAD DESIGN SECTION

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8943

L.

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments | 378-6594 (TELEPHONE) | FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: May 29, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of May 28, 1980.

Contract	8943, Work Completed March 28, 1980
Project	N.Umpqua R. (Winchester) Bridge, N. Bound
Highway	Pacific
County	Douglas
Type of Work	Deck Repair
Contractor	Hamilton Construction Co.

RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8943

4.

FORM 61-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: N. Umpqua River (Winchester) Bridge N BD	WEEK ENDING: 3-29-80
		SECTION PREFIX: 610-1069
	HIGHWAY: Pacific	COUNTY: Douglas
NAME OF JOB: N. Umpqua River (Winchester) Bridge N BD	KIND OF WORK: Deck repair	
CONTRACTOR: Hamilton Construction	CONTRACT NUMBER: 8943	FEDERAL AID PROJECT NUMBER: IR 5-3(117)129
DATE OF CONTRACT: May 31, 1979	DATE WORK STARTED: June 26, 1979	ESTIMATED COMPLETION DATE: Jan 15, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 290	CALENDAR DAYS USED A-205 B-284
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: A-100 B-97.9
PROJECT AUTHORIZATION: $ 1,043,257.95	ENGINEERING AUTHORIZATION $ 82,725.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 897,170.00	This week 1,572.33	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 974,530.00	ENGINEERING COST TO DATE $ 56,677.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1.3 %	PERCENT OF AUTHORIZATION 68.5%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Truck & trailer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Prtly cloudy	1		
MONDAY	Prtly cloudy	1		
TUESDAY	Prtly cloudy	1		
WEDNESDAY	Showers	1		
THURSDAY	Prtly cloudy	1		
FRIDAY	Prtly cloudy	1		
SATURDAY	Prtly cloudy	1		

RECEIVED
MAR 31 1980
CONSTRUCTION BRANCH

Kessey, Richards, Jacobsen, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	Contractor removed remaining illumination pole from project. Contractor work on minor clean-up, etc.
WEDNESDAY	Contractor took illumination pole to Brockway Maintenance Yard for storage.
THURSDAY	No activity rest of week
FRIDAY	
SATURDAY	

REMARKS

Next week: Complete remaining minor clean-up on project.
Project should be complete in early part of week.

Mileage - 10,705

SIGNED Linda Eliason
for Don Kuney
Res Engr

LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

#8943 8-6-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IR-5-3(117)129

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90174

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 7'79
REFER TO
FOR
Info | Instr | R/D | D/R | Sign | Art | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-79	7-23-79	Interstate 5	Primary 1

8-7 ok Mackie

GENERAL LOCATION:
N. Umpqua River (Winchester) Br. Northbound

GENERAL DESCRIPTION OF WORK:
Furnish temporary illumination materials

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-31-79 I concur that it is in the public interest to use State furnished illumination materials on the subject project at a TEC of $4,000 with Federal participation limited to $3,524. (SPO #3)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-6-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-015

8943 STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-199	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-19-79	State Oregon County Douglas Project No. IR-5-3(117)129

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, N. Umpqua River (Winchester) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-79	0.310
OTHER *(Specify)*		

FUNDS Pro Rata 88.1%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,037,582.00	$914,109.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
G. L. Green
Division Administrator

Date executed by Division Administrator JUN 19 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 7, 1979

Federal Aid Project
No. IR-5-3(117)129

N. Umpqua R. (Winchester) Bridge
Pacific Highway
Douglas County

Project Agreement Estimate

Type Code X932
Structure (Bridge #7663) (Sta. 2292+54 to Sta. 2308+91)

Mobilization	All Required		$ 90,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	540 Sq.Ft.	8.00	4,320.00
Temporary Barricades	15 Each	100.00	1,500.00
Temporary Concrete Barriers, Lighted	1,000 Lin.Ft.	6.00	6,000.00
Temporary Concrete Barriers, Reflectorized	400 Lin.Ft.	6.00	2,400.00
Temporary Modified Concrete Barriers, Reflectorized	3,275 Lin.Ft.	17.00	55,675.00
Temporary Plastic Safety Markers	75 Each	85.00	6,375.00
Flagmen	400 Hour	18.00	7,200.00
Sequential Arrow Signs	2 Each	3,000.00	6,000.00
Temporary Illumination	All Required		50,000.00
Moving Temporary Concrete Barrier	1,200 Lin.Ft.	10.00	12,000.00
Miscellaneous Construction	All Required		12,000.00
Bridge Removal Work, Concrete Spans	All Required		75,000.00
Bridge Removal Work, Steel Spans	All Required		61,000.00
Structural Concrete in Railing, Concrete Spans (120 cy.)	All Required		44,000.00
Structural Concrete in Railing, Steel Spans (105 cy.)	All Required		40,000.00
Structural Concrete, Class 4500 (550 cy.)	All Required		150,000.00
Expansion Joint, Type 2	64 Lin.Ft.	175.00	11,200.00
Reinforcement, Concrete Spans (21,700 lbs.)	All Required		18,000.00
Reinforcement, Steel Spans (75,600 lbs.)	All Required		40,000.00
Coated Reinforcement (82,300 lbs.)	All Required		55,000.00
Structural Steel (7,000 lbs.)	All Required		21,000.00
Class 1 Preparation	3,100 Sq.Yd.	6.00	18,600.00
Class 2 Preparation	300 Sq.Yd.	54.00	16,200.00
Alternate B			
Dense Concrete Resurfacing	3,100 Sq.Yd.	27.00	83,700.00
			$ 897,170.00

Oregon State Highway Division
Salem, Oregon, June 7, 1979

Federal Aid Project
No. IR-5-3(117)129

Anticipated Items		
Railroad Protective Cost	All Required	$ 15,000.00
Permanent Pavement Striping	All Required	600.00
Remove Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 17,000.00
	Subtotal	$ 914,170.00
	Engineering	123,412.00
	Total	$1,037,582.00

Length of Project - - - - - 0.310 Mi.

Work Retained in Program Status
(not included in amounts below)

Class 3 Deck Preparation	All Required	$ 5,000.00

Federal Funds (88.1%) -	$ 914,109.00
State Funds -	123,412.00
Total	$1,037,582.00

Group 1 - 100%
Contract No. 8943
Prefix 610-1935
Prefix 610-1089

8943

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 23, 1979

Your File
HBR-OR

NOTED
F. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St NE
Salem OR 97301

Deck Reconstruction-Northbound Structure
Winchester (N. Umpqua River) Bridge
Pacific Highway
Bridge 7663C

Plans for the subject project call for removal and replacement of the substandard existing handrail.

The existing rail panels are to be salvaged by the contractor and become the property of the State. This rail consists of "picket fence" type rail panels between concrete posts.

It is felt that these are of no value to anyone but the state maintenance forces, except as scrap metal. The scrap value will be offset by the cost to the State to clean and store the panels.

Your concurrence is requested that the rail elements become the property of the State without any transfer of funds for salvage.

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
Alfred Shirley

RECEIVED
TECHNICAL SERVICES
MAY 24 '79
REFER TO
FOR
Info | Letter | R/D | D/R | Sign | Act | File

Form 734-2102 (Rev. 7-77)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8943

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I[illegible]-3(117)129

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90174

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
5/16/79
Orig to
Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-79	5-2-79	Interstate 5	Primary 1

GENERAL LOCATION:

North Umpqua River (Winchester) Br. Section

GENERAL DESCRIPTION OF WORK:

Bridge Restoration and Rehabilitation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

R.R. Protective Services	$15,000
Perm. Pavement Striping (S.F.)	600
Remove Striping (S.F.)	500
Temp. Erosion Control	100
On the Job Training	800

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4-30-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,293,271, Federal Funds $1,139,371.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	S. K. Green	for Division Administrator

FORM FR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-[illegible]

8943

Forge FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: April 18, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)121
Winchester (N. Umpqua River) Bridge
Pacific Highway
Deck Reconstruction
Bridge 7663C

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have received Mr. Hart's letter of April 10, 1979 outlining your proposed method of determining the FAI and RRR funding split for the above project. We find the method outlined in Attachment A to be in keeping with our April 7, 1977 memorandum to you and therefore approve this procedure and incorporate it as a part of this memorandum.

For G. L. Green

Attachment A

cc:
OSHD (E S Hunter)
OSHD (W J Hart)

cc Hathaway
4-25-79

RECEIVED
STATE HWY ENGR
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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

April 10, 1979
Deck Reconstruction - Northbound Structure
Winchester (N. Umpqua River) Bridge
Pacific Highway
Bridge 7663C

ATTACHMENT A

METHOD FOR DETERMINATION

OF FAI-RRR FUNDING SPLIT

The basic concept of the funding split is that the FAI funding be the amount that the project would have cost had it been completely a combination structural deck overlay and substandard rail replacement project. The proposed detailed method for determination of the funding split consists of the following categories of calculations:

CATEGORY I - Summation of items which are 100% FAI funding.

1. Rail removal (concrete spans)
2. Structural concrete in Type G rail (concrete spans)
3. Metal reinforcing in Type G rail (concrete spans)
4. Class I Preparation for dense concrete overlay
5. Class II Preparation for dense concrete overlay
6. Furnish and place dense concrete overlay
7. Expansion joints
8. Railroad protection
9. Metal reinforcing - epoxy coated

CATEGORY II - Calculated FAI funding for the steel span work.

1. $\frac{\text{Length of steel spans}}{\text{Length of concrete spans}}$ x Cost summation of Items 1-3 in CATEGORY I

2. $\frac{\text{Sq. Yds. of steel span deck}}{\text{Sq. Yds. of concrete span deck}}$ x Cost summation of Items 4-6 in CATEGORY I

CATEGORY III - Calculated RRR funding for steel span work.

Subtract the total FAI funding calculated under CATEGORY II from the summation of the following steel span items.

1. Structural concrete (steel spans deck and rail)
2. Metal reinforcement (steel spans deck and rail)
3. Concrete deck and rail removal (steel spans)
4. Furnish and place shear studs (steel spans)

CATEGORY IV - To obtain the FAI funding in this category, apply the percent of FAI funding to total funding (determined in CATEGORIES I through III) to the following items.

1. Temporary protection and direction to traffic.
2. Temporary illumination
3. All roadwork items
4. Mobilization
5. Engineering

It is possible that the above description will not cover all project costs. In this event, the basic concept stated above would apply.

8943

GENERAL FILES

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 11 '79
REFER TO
FOR:
Info | Immed | R/D | D/R | Sign | Act | File

April 10, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem OR 97308

Your File
HBR-OR

Deck Reconstruction - Northbound Structure
Winchester (N. Umpqua River) Bridge
Pacific Highway
Bridge 7663C

Our current plan for the subject project calls for complete deck replacement on the steel truss spans and a structural overlay on the concrete approach spans. The up-to-date total estimated cost is $1,210,000 including an allowance for engineering and contingencies. Attached prints of drawings 34190 and 34191 show the extent and cross sections of the work.

A field investigation of the soundness of the concrete span deck was made early this year. Two areas with typical cracks were ground down to a depth of 1/2 inch. The grinding showed that the cracks narrowed very rapidly. Cracks 3/4 inch wide at the surface were only 1/32 inch wide at the 1/2 inch depth. No evidence of any delamination of the concrete approach span decks was discovered.

This investigation led us to the conclusion that a Portland Cement Concrete Resurfacing would be adequate for the approach span deck reconstruction. The maximum chloride ion content discovered was 1.58 lbs./cu.yd. This amount is below the maximum contamination level that can be covered with an overlay.

The possibility of increasing the clear roadway width to 34 feet was considered. This would involve removal and replacement of the cantilever deck beyond the outer longitudinal beams of the concrete spans. Due to the increased cantilever dimensions, additional reinforcing would be required in the top of the deck. Details for anchorage of this reinforcing steel were of questionable structural integrity. The additional estimated cost for widening the roadway to 34 feet was approximately $300,000. Consultation with our Region 3 personnel resulted in the opinion that the additional expenditure was not justified.

Your letter of April 7, 1977 outlined a method for determining the split of FAI and RRR funding for the project. The guidelines in the letter augmented by

recent telephone conversations with Mr. Schell of your office, resulted in an estimated funding distribution of FAI - $811,000 and RRR - $399,000. An attachment, labeled Attachment A, sets forth the details of the method for the determination of the Actual FAI and RRR project costs.

In consideration of the above discussion and the attached information, we request your approval of the amount and character of the work and the method for the determination of the funding split. An early reply would be appreciated.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Attachments

cc E. S. Hunter /w/ attach.
D. H. Moehring /w/ attach.
Alfred Shirley /w/ attach.

8943

1-5

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

January 29, 1979
Salem, Oregon

Duane O. Christensen
Final Design Engineer

Walter J. Hart
Bridge Engineer

N. Umpqua River (Winchester)
Bridge Section
Pacific Highway
Douglas County

There will be traffic crossovers during the construction of the subject project. Region 3 recommends and we concur that temporary illumination should be provided. Region 3 states that they have some left-over illumination stockpiled that might be used. Jim Gix should be contacted for more particulars. Please prepare necessary plans and/or specifications.

DOC:cj

cc: J. Gix

Veneteg ✓
Christensen
George
Olsen
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ENGINEERING SECTION

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1-5

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. N. Stoudenmeyer
Design Group Leader

DATE: January 18, 1979

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: North Umpqua River (Winchester) Bridge
Pacific Highway Interstate 5
Douglas County

A review of the temporary protection plans for the subject project has been conducted. Your proposal for northbound traffic appears satisfactory, however, we recommend a revision for southbound traffic to improve operational safety.

Instead of merging southbound traffic to one lane between the Winchester Interchange off and on ramps, we recommend that the merge begin approximately 2,000 feet north of the southbound off-ramp. This will provide a 1,000 foot taper and 1,000 feet of single lane tangent prior to the off-ramp. As traffic exits the freeway to the off-ramp, some gaps will occur improving the merge section for the southbound on-ramp.

The level of service during the construction period is calculated at "D" level. The attached photo shows 1978 design hour volumes at the Winchester Interchange.

L. E. George
Traffic Engineer Supervisor

JH:ds
Attachment

REFERRED TO
2 Beard 3 Stoudenmeyer
Cole Sample
Eriksen 1 Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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5
I-280
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5
XXX = 1978 Design Hour Volume

-5943

June 19, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Deck Replacement
Oregon Project I-5-3(-)121
Shady Br. (N. Umpqua R.)
Oregon Project I-5-3(-)130
Winchester Br. (S. Umpqua R.)
Your File HBR-OR

Your June 6 letter indicated concern that no action had been taken on the replacement of the decks of the northbound Winchester and Shady Bridges.

The Winchester Bridge deck replacement project is scheduled for early 1979, and the Shady Bridge deck replacement is scheduled for early 1980.

The current level of 3-R funds will not permit undertaking more than one of these projects in a given fiscal year. They are being scheduled in terms of priority of need. It is the intention to program the basic deck replacement under 3-R funds. The bonded Iowa or latex membrane overlay and rail replacement will be programmed under Interstate funds.

The conditions of these decks have continued to deteriorate. The decks are subject to frequent inspection and to extraordinary maintenance. Three deck panels were replaced on Winchester in 1977 and three already this year. The Shady Bridge requires spot patching on an almost monthly basis.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)
J. H. Versteeg "
R. L. Schroeder "
Walt Hart
John Wood
Bud Shirley "

WJH:dh jg

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 6, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)121
Shady Br. (No. Umpqua R.)
Winchester Br. (So. Umpqua R.)
Oregon Project I-5-3(-)130
Deck Replacement

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Hart's submittal of August 2, 1976, outlined in detail the need for reconstruction of the northbound Shady (S. Umpqua R.) Bridge and the northbound Winchester (N. Umpqua R.) bridge. The historical data submitted indicates a problem was encountered as early as 1965 with panel replacement initiated in 1968 and several times since. There appears to be no question about the need for major repair measures on these structures.

Our April 7, 1977, memorandum indicated a possible funding arrangement for replacing these deficient decks and other sub-standard safety conditions. Since we have received requests for possible projects and procedures for this repair, we are concerned as to why no action has been taken to date. We know you feel this is a priority project and if work is not initiated soon it is possible some catastrophic failure involving many people may occur. Please note that the normal federal-aid funds suggested in our April 7 memorandum may not be available on some future date. The 3-R type funding recently adopted certainly would be appropriate for some of this work.

It appears that your schedule for this work should be imminent. Please give us the current status of these projects.

G. L. Green

cc:
Mr. E. S. Hunter, Mgr.
Technical Services Br.

RECEIVED
JUN 8 1978
BRIDGE SECTION

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STATE HWY ENGR
JUN -7'78
REFER TO Hart
FOR
Info | Surv. | P&D | C&R | Spec. | Mat. | File

cc wml

8943

GENERAL FILES

Ed

The docks on the north bound Winchester and Shady Bridges can not go to much longer without major work. We have tried the Feds several times on replacement with "I" money. They will only go I3 interstate the rest would have to be 3R funds.

Do you want to make another try for full interstate funding or should we go part "I" and part rest 3R.

Walt

Walt - I don't think we can change their position. Program with combination funds.

Ed

cc Mowbray

9-19-77

RECEIVED
TECHNICAL SERVICES
SEP 16 '77
REFER TO
FOR

Info	Init	R/D	D/R	Sign	Act	File

Form 81-734-3136

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet E-12

Bridge Shady, Winchester Deck Replacement County Douglas

Calculations by HOW Date 6-1-77 Bridge No. 7713-C
7663-C

SP 0774 (3-74)

Summary

Item	Shady	Winchester
1) Removal of 18" curbs & Railings	47,675	82,200
2) Installation of new railing system	62,931	108,504
3) Scarification of existing deck	95,350	164,400
4) Top Layer of reinforcement	42,700	77,420
5) Concrete overlay	4,234	7,276
6) Deck Joint System	15,510	28,050
	268,400	467,850
8% Mobilization	21,470	37,430
	289,870	505,280
20% Engineering & Contingencies	57,970	101,200
Total Req. I	347,840-	606,480 -
RRR	652,670 -	954,320 -
Total	1,000,510	1,560,800

8943

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 7, 1977

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-3(-)121
Shady Bridge
Winchester Bridge
Deck Replacement

NOTED
E. S. HUNTER
cc Hunt
Kulsen
Ok program as outlined.

RECEIVED STATE HWY ENGR
APR 11 '77
REFER TO
FOR
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Sign
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Invoice
Info

FROM : G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

Our Washington and Region office have discussed with us the replacement of the decks on the subject bridges. The proposed work is considered only partially eligible for regular "I" funds. Such funds could be used for the stage construction portion of the project and also for related safety work including the removal of the existing 18" curbs and replacement of the substandard railing. The remainder of the work consisting of removal of the deck slab and construction of the first lift of the new deck would have to be done with other funds, e.g., the special RRR interstate funds.

Since the proposed work would thus involve two types of funds, it will be necessary to make a determination of costs that can be assigned to stage construction. Any suitable restoration procedure for these decks would have to include additional reinforcing steel and concrete thickness in view of the initial "weak deck" design on these structures. If the existing decks required only an overlay instead of complete replacement, the overlay would have to include a new top layer of reinforcing steel. We therefore consider the cost of the top layer of steel in a new deck to be a stage construction item. In order to arrive at a breakdown of the two types of funds, we recommend that an estimate be made of the costs that would be incurred if the decks were not to be completely replaced. These costs which are considered to be eligible for regular interstate funding include the following:

1. Removal of 18" curbs and railing.
2. Installation of new railing system.
3. Scarification of the existing deck.
4. Installation of the top layer of reinforcing steel.
5. Construction of concrete overlay that would conform to one of the currently recommended protective systems.

6. Construction of water tight deck joint system.

Even though these structures were bond financed, the proposed deck replacement is not entirely eligible for interstate funding, even as a special case. We agree that the bridge decks are critical and prompt action is necessary. We feel that deterioration has progressed to the point where complete replacement of the decks appears necessary. In view of this critical condition we hope that you will adjust your priorities so that you can proceed with this work in the near future.

for G. L. Green

cc:
OSHD (W J Hart)

8443

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 11, 1977

FROM: John H. Wood
Bridge Maintenance Engineer

TO: A. Shirley
Region 3 Engineer

SUBJECT: Winchester Br. NB, Br. #7663
Shady Br. NB, Br. #7713
Missouri Bottom Br. #7931 N & S
Fords Br., Br. #508B

Please disregard my letter of January 6, 1977, regarding these structures.

My intent was to inform you that a "4" condition rating has been assigned to the decks of these bridges.

Federal guidelines describe a "4" condition rating as "minimal adequacy to tolerate present traffic, immediate rehabilitation necessary to keep open, major restoration needed."

JHW:rb

cc: R. L. Schroeder
Duane Kirby
Bill Isaac

RECEIVED
JAN 13 1977
Office of
State Highway Engineer

8943

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 6, 1977
Salem, Oregon

SUBJECT: Winchester Br. NB, Br. #7663
Shady Br. NB, Br. #7713
Missouri Bottom Brs. #7931 N&S
Fords Br., Br. #509B

To: A. Shirley
Region 3 Engineer

From: John H. Wood
Bridge Maintenance Engineer

copy in Mai 14-1-1 Winchester

Recent and past inspections have disclosed serious deck problems on the above structures.

A recent reevaluation of these decks resulted in a "4" condition rating. I have no quarrel with these ratings and a restriction of overloads on these structure is certainly warranted.

Until repairs are made, steps should be taken to prohibit Special Permit - Continuous Overloads on these structures.

JHW:hc

cc: R. L. Schroeder
Duane Kirby
Bill Isaac

RECEIVED
JAN 7 1977
Office of
Assistant State Highway Engineer

8943

OREGON STATE HIGHWAY DIVISION

File BRS. 7713C, 7663C

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 2, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Shady Br.(Northbound) No. 7713C
So. Umpqua River
Winchester Br. (Northbound) No. 7663C
No. Umpqua River
Pacific Highway I-5
Douglas County

Two structures on our Interstate route I-5 have bridge decks which we consider to be in critical condition. These are the northbound Shady (South Umpqua River) Bridge and the northbound Winchester (North Umpqua River) Bridge.

The deck of the Shady Bridge was brought to your attention in November, 1971, when we requested Interstate funds for its reconstruction. The FHWA acknowledged the need for reconstruction at that time, though Interstate funding was denied. The Shady Bridge deck has continued to deteriorate and that of the Winchester Bridge has developed even more severe distress, to the extent that in January one section of deck completely disintegrated and two others were found to be close to the same sort of failure. It was only by a combination of quick reporting and unusual good luck that one or more severe accident did not result from this.

A history of these bridge decks, a report of their present condition and a description of the proposed reconstruction are attached.

These decks were designed and constructed according to standards which were nationally recognized at the time, but have since proved inadequate. We share the blame for lack of foresight with many other states whose designs have run into similar difficulties and with the Bureau of Public Roads, which concurred in the design. Now we have to restore essential links in the Interstate Highway System to a safe condition.

The need for reconstruction is obvious. The method of funding is the question. There should be some way that this work can be done with Interstate funds. We, therefore, request your assistance in determining how it can be done.

Very truly yours,

WALTER J. HART

Walter J. Hart
Bridge Engineer

ATB/ag
Attachs. (3 sets)

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

AUG 3 '76
REFER TO
FOR
Info | Ir.Res | R/D | D/R | Sign | Act | File

.1979 Grants Pass Pave- 8944
.ment Marking Project
.

#8744

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1973 O - 532 - 626

cc: State (H S Coulter)

9-9-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Josephine	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9-8-80	T. P. Lowe, Area Engineer		PMS-000S(89)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-17-79	10-1-79	56 %	120 days
APPROVED EXTENSIONS	**LOCATION**		
none	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GRANTS PASS PAVEMENT MARKING
City Streets

Project provided for plastic pavement markings and buttons at various locations throughout the City of Grants Pass.

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO
FOR
Info | Surveys | R/D | D/R | Sign | Act | File

9-10 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER Field Operations G. K. Hossner	
TITLE Area Engineer	DATE 9-9-80	TITLE Field Operations Engineer	DATE 9-9-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#2914

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

10-11-79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Interstate Coatings, Inc., No. 8668	Lewis & Clark River Bridge, Clatsop County	September 10, 1979
Houck-McCall Corp., No. 8830	Crane Rock Production Project, Harney County	September 10, 1979
Coast Marine Const., Inc., No. 8853	Catching Slough (Eastside) Bridge, Coos County	September 10, 1979
David A. Mowat Co., No. 8608	Columbia Blvd. Intchge. (Col. Blvd. U'Xing), Multnomah County	September 10, 1979
Hansen Elect. Co., No. 8700	Cape Arago Hwy. @ Harrison Ave. (N. Bend), Coos County	September 17, 1979
R. L. Coats, No. 8894	Halfway Paving Project, Baker County	September 19, 1979
Roseburg Paving, Inc., No. 8813	Cedar St.-Oak St. (Oakland), Douglas County	September 19, 1979
Baker Redi-Mix, Inc., No. 8955	M.P. 40.2 - M.P. 44.0 Paving Project, Union County	September 26, 1979
Continental Crushing & Leasing, Inc., No. 8888	Paisley Rock Production Project, Lake County	September 27, 1979
Hamilton Electric, Inc., No. 8730	Pendleton/John Day Hwy. @ SW Hailey St. (Pendleton), Umatilla County	September 28, 1979
Traffic Marking Specialists, Inc., No. 8944	Grants Pass Pavement Marking, Josephine County	October 1, 1979
Linnco Elect. Co., No. 8769	1st Ave.-6th Ave. (Albany), Linn County	October 3, 1979

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats, No. 8640	Hines-Diamond Ave. (Burns) Project, Harney County	October 3, 1979
Dennis V. Snyder, No. 8838	Clackamas RR O'xing-SE 110th Ave., Clackamas Co.	October 5, 1979
R. A. Hatch Co., No. 8855	Beltline Rd. & Delta Hwy., Lane County	October 11, 197
Copeland Paving, Inc. No. 8915	Rogue River Grading & Paving Project, Jackson County	October 11, 197
M. C. Lininger & Sons, Inc., No. 8916	Rogue Valley Hwy. @ Charlotte Ann Road, Jackson County	October 11, 197

October 10, 1979

R. S. Coulter, State Highway Engineer

9944

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-9-79

FEDERAL AID PROJECT NO.: PMS-0005(89)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90160

COUNTY NAME: Josephine

PROGRAM STAGE (Check):

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO Moehring
FOR
Hwy | Inves | R/W | D/B | Sgn | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-16 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-79	9-26-79	Various	City Streets

GENERAL LOCATION:

Grants Pass Pavement Marking

GENERAL DESCRIPTION OF WORK:

Thermoplastic Pavement Markers in Accordance with MUTCD

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of September 26, 1979, as requested in Mr. Keasey's letter of October 4, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $640 Federal Funds.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-9-79	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-915

8944

COM 5
#8944

October 2, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8944 awarded to Traffic Marking Specialists, Inc., for the Grants Pass Pavement Marking Project in Josephine County was completed on August 17, 1979, and accepted by the State Highway Engineer on October 1, 1979.

Final payment in the amount of $3,854.24 will be released to the contractor after October 8, 1979. The total contract amount is $77,216.61 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
COMMISSION SERVICES

wlw

cc: Traffic Marking Specialists, Inc.
2317 S.E. Kearney
Portland, OR 97202

United Pacific Insurance Company
2200 Sixth Ave.
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
A. Shirley

8944

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.

DATE: September 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
OCT 5'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

NOTED
H. S. COULTER

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. PMS-000S(89)

Contract 8944, Work Completed August 17, 1979

Project Grants Pass Pavement Marking

Highway City Streets

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 5, 1979

G. K. Green
G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
OCT 4 1979
CONSTRUCTION BRANCH

Keasey, Richards, Jackmond, Berg, Hopkins, Inlow, Williams, Widmer, Johnson, Gebauer, Glenn, Church

8744

Report 7

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grants Pass Pavement Marking		WEEK ENDING: 8 September 1979
		SECTION PREFIX: 317-1004
HIGHWAY: City Streets		COUNTY: Josephine
NAME OF JOB: Grants Pass Pavement Marking	KIND OF WORK: Thermoplastic pavement marking	
CONTRACTOR: Traffic Marking Specialists	CONTRACT NUMBER: 8944	FEDERAL AID PROJECT NUMBER: PMS-00S(89)
DATE OF CONTRACT: 31 May 1979	DATE WORK STARTED: 23 July 1979	ESTIMATED COMPLETION DATE: 17 August 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 67
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 55.8%
PROJECT AUTHORIZATION: $92,246.35		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $80,564.50	ENGINEERING AUTHORIZATION: $8,056.45	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $77,222.81	ENGINEERING COST TO DATE: $8,227.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.6%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.1%	PERCENT OF AUTHORIZATION: 102.1%	DATE PROJECT WAS COMPLETED: 17 August 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Shwrs, Mild	0		
MONDAY 3	Scat Clds, Wm	0		
TUESDAY 4	Clear, Warm	0		
WEDNESDAY 5	Cldy, Warm	0		
THURSDAY 6	Clear, Warm	0		
FRIDAY 7	Clear, Warm	0		
SATURDAY 8				

RECEIVED
SEP 12 1979
CONSTRUCTION BRANCH

Kelley, Richards, Hopkins, Berg, Williams, Inlow, Widmer, Johnson, Osbaver, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
5 WEDNESDAY	Jim Gix, Tom Lowe, Keith Martin on project for final inspection.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: The City of Grants Pass has not sent in their final acceptance of the project. This is the final weekly report.

NEXT WEEK: Anticipate submittal of semi-final on 11 September 1979.

RECEIVED
SEP 12 1979
CONSTRUCTION
BRANCH

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIOR RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BP-7216

8944

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 6-150	FEDERAL-AID PROJECT AGREEMENT	County: Josephine
	6-14-79	Project No.: PMS-000S (89)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Wide (Grants Pass)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 100.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 92,246.00	$ 92,246.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.H. Johnston
Assistant State Highway Engineer
(Title)

By For: H. S. Coulter
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: R.L. Brown

Date executed by Division Administrator JUN 14 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - File

Oregon State Highway Division
Salem, Oregon, June 8, 1979

Federal Aid Project
No. No. PMS-000S(89)

GRANTS PASS PAVEMENT MARKING
CITY STREETS GRANTS PASS
JOSEPHINE COUNTY

Project Agreement Estimate.

Type Code Y103
Pavement Markings, City Wide

Mobilization	All Required		$ 250.00
Temporary Protection and Direction of Traffic	All Required		250.00
Temporary Signs	242 Sq.Ft.	2.00	484.00
Flagmen	1,000 Hour	1.00	1,000.00
Sequential Arrow Signs	1 Each	500.00	500.00
Thermoplastic Pavement Arrows	179 Each	55.00	9,845.00
Thermoplastic Pavement "Only"	14 Each	95.00	1,330.00
Thermoplastic Pavement Railroad Crossing Signals	11 Each	250.00	2,750.00
Thermoplastic Pavement School Crossing Legends	18 Each	105.00	1,890.00
12-inch Thermoplastic Pavement Line	26,815 Lin.Ft.	2.10	56,311.50
Mono-Directional Crystal Type I Markers	1,374 Each	2.00	2,748.00
White Type II Markers	916 Each	3.50	3,206.00
	Subtotal		$ 80,564.50
	Engineering		11,681.50
	Total		$ 92,246.00

Length of Project 0.00 mi.

Federal Funds (100%) $92,246

Group 1 100%
Contract No. 8944
Prefix 317-1921
Prefix 317-1004

5-2-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8944

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -000S(89)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90160

COUNTY NAME: Josephine

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
5/16/79
Orig to
Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-79	5-2-79	Various	City Streets

GENERAL LOCATION:

Grants Pass Pavement Marking

GENERAL DESCRIPTION OF WORK:

Pavement Marking in conformance with MUTCD

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 4-30-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $153,327 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—631-986

8944

Grants Pass

FORM 81-734-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: CORRECTED
Right of Way Certification
F. A. Projects
Bid Opening May 24, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. PMS-0005(89) Highway No. 1217 City

Federal-aid Project Name [redacted] Pavement Marking

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project.

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

.1979 SE Morrison Br. 8946
.Ramp, Pacific Hwy. E.
.(Grade, pave & signals)

C4a 6332 3-9-78

8946

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

HIGHWAY DIVISION

INVOICE NUMBER	

DATE	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
7-26-83				CA 1789

BILL TO:

City of Portland
400 S.W. 6th Ave.
Portland, OR 97204

CODE

CREDIT DISTRIBUTION

324.02 $2,299.00

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on IX-26(10), S.E. Morrison Bridge Ramp	
Total Project Cost	$195,270.31
Less: Federal Funds	(167,537.63)
Less: Credit for Work by City	(5,133.68)
Less: Advance Deposit	(23,800.00)
REFUND DUE TO CITY OF PORTLAND	$ 1,201.00

PROGRAM MANAGER ____ SECTION PROJECT UNIT 5

AUG 15 1983

MAN. ASSIST. ____ PROGRAM UNIT ____

REFER TO ____

FOR ____

Gary Zehner 378-6011

Diane Galida 378-5035

PORTLAC #2373

Advance Deposit Amount	$ 23,800.00
Advance Deposit Previously Transferred to Highway Fund	$ 20,300.00
Balance	$ 3,500.00
Transfer to Highway Fund	$ 2,299.00
Refund Due	$ 1,201.00

AMOUNT DUE $

SUBMITTED BY

APPROVED BY

8946

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 7-21-83

CITY: PORTLAND — AGREEMENT NO: 6332 — PROJECT NO: IX-26(10)

CONTRACT NO: 8946 — SECTION: Morrison Bridge Ramp

PRELIMINARY ENGINEERING: Prefix No. 26-1908 & 426-1901

Resident Engineer	$ 2,244.63
Final Design	752.11
Soils & Geology	583.35
Signing	1,140.32
Utility Liaison	127.55
Audit Expense	206.96
Program Section	378.54
Specifications	2,630.71
Administrative Services	34.51
Environmental Section	36.42
Work by City	17,922.99
TOTAL P.E. COST	$ 26,058.09

CONSTRUCTION: Prefix No. 26-1004 & 426-1015

Payment to Contractor	$148,386.55
SFO #2 Pavement Striping	405.28
Construction Engineering	1,947.76
Program Section	230.92
Construction Section	11.94
Work by City	18,229.77
TOTAL CONST. COST	$169,212.22

SUMMARY

Total P.E. Cost		$ 26,058.09
Total Const. Cost		169,212.22
TOTAL PROJECT COST		$195,270.31
Less Federal Funds		(167,537.63)
CITY SHARE		$ 27,732.68
Less Credit for Work by City:		
P.E.	$2,545.06	
Const.	2,588.62	(5,133.68)
BALANCE		$ 22,599.00
Less City Advance Deposit 6-8-79		(23,800.00)
REFUND DUE CITY		$ 1,201.00

8946 O 3-18-83 (ORIGINAL) 26-1908 426-1015 426-1901 26-1908 26-1004

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 11/17/77 — TO 2/24/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-26(10)

(*) Use Form FHWA-1447 for Final Voucher for a project construction under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
426-1015	$ 18,229.77	$ 18,229.77	85.80%	$ 15,641.15	$ 15,641.15	$ 0.00
26-1004	150,982.45	150,977.42	85.80%	129,538.63	129,538.63	0.00
426-1901	17,922.99	17,922.99	85.80%	15,377.93	15,377.93	0.00
26-1908	8,135.10	8,135.10	85.80%	6,979.92	6,979.92	0.00
	$195,270.31	$195,265.28	85.80%	$167,537.63	$167,537.63	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3/18/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-75)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Morrison Bridge Ramp Pacific Highway East Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	City of Portland	All Required			$ 17,922.99	
	State	All Required			7,928.14	
	Total Participating Preliminary Engineering				$ 25,851.13	
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+80 To Sta. 6+32)					
	Formal Contract Payment Summary	Lump Sum			$104,386.55	
SF0	#2 Pavement Striping (State)	All Required			405.28	
	Total Participating Type Code 6201				$104,791.83	
	Type Code Y031					
	Signal					
	Formal Contract Payment Summary	Lump Sum			44,000.00	
	Total Participating Construction				$148,791.83	
	Construction Engineering					
	City of Portland	All Required			18,229.77	
	State	All Required			2,185.59	
	Total Participating Construction Engineering				20,415.36	
	Type Code 6201 $14,378.54 Type Code Y031 6,036.82					
	Misc. Project Expense					
	Audit Expense (PE)	All Required			$ 206.96	
	6201 $145.76 Y031 61.20					
	Total Participating Cost				$195,265.28	
	Nonparticipating Project Cost					
	Construction Engineering	All Required			5.03	
	Total Project Cost				$195,270.31	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/10/83.					

AMOUNT CARRIED FORWARD .....

SP 0 344 091

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — MARCH 1983 — PAGE 648

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	026 1906	907	00	P	1			4,711.95
	026 1906	909	00	P	1			1,344.18
	026 1906	910	00	P	1			1,753.99
	026 1906	910	00	N	1			69.38
	026 1906	911	00	P	1	63.32	63.32	51,960.21
	026 1906	911	00	N	1			35.94
	026 1906	912	00	P	1			20.64
	026 1906	913	00	P	1			11,179.65
	026 1906	914	00	P	1			1,791.04
	026 1906	915	00	P	1			1,433.05
	026 1906	916	00	P	1			42,066.50
	026 1906	916	00	N	1			19.07
	026 1906	920	00	P	1			60.56
	026 1906	921	00	P	1			90.80
	026 1906	922	00	P	1			203.42
	026 1906	922	00	N	1			31.16
	026 1906	923	00	P	1			46,959.23
	026 1906	923	00	N	1			108.07
	026 1906	924	00	P	1			26,119.11
	026 1906	926	00	P	1			861.74
	026 1906	950	00	P	1			1,659.36
	026 1906	950	00	N	1			210.00
	026 1906	960	00	N	1			121.42
	026 1906	980	00	P	1			634.99
		TOT		P	1	66.17	79.71	407,373.70
		TOT		N	1			942.00
		** JOB TOTALS **				66.17 **	79.71 **	408,315.70 **

SE MORRISON-SE BELMONT — CONT NO * FA PROJ NOS X1 0026010 100 — STATE

026	1908	296	00	N	9 Tr. st.	2,367.92CR	2,367.92CR	6,979.92CR
026	1908	298	00	N	9 * Fed.	2,367.92	2,367.92	6,979.92
026	1908	901	00	P	1 Res. Engr.	200.82CR	200.82CR	2,244.63
026	1908	905	00	P	1 Fin. Des.			752.11
026	1908	906	01	P	1 Br. Des.	1.80CR	1.80CR	
026	1908	910	00	P	1 Soils & Geo.			583.35
026	1908	911	00	P	1 Signing	63.32CR	63.32CR	1,140.32
026	1908	914	00	P	1 Utility Lia.			122.55
026	1908	915	00	P	1 Audit		206.96	206.96
026	1908	920	00	P	1 Proj. Sec.			378.54
026	1908	921	00	P	1 Specs.	2.96CR	2.96CR	2,430.71
026	1908	922	00	P	1 Adm. Serv.			34.51
026	1908	923	00	P	1 Env. Sec.			36.42
		TOT		P	1	268.90CR	61.94CR	8,135.10
		** JOB TOTALS **				268.90CR**	61.94CR**	8,135.10 **

ST HELENS RD @ N. BR AVE — CONT NO * FA PROJ NOS TQF 0001003 100 — STATE

026	1909	296	00	N	9			5,806.43CR

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
12TH-24TH(MISSION)SEC-MARION	CONT NO	FA PROJ NOS XI 1560004 100							STATE
	424	1906	598	00	N 9			183,840.23CR	
	424	1906	903	00	P 1			183,840.23	
			TOT		P1			183,840.23	
			TOT		N9			183,840.23CR	
			** JOB TOTALS **			**	**	**	**
SALEM CARPOOL PROJECT	CONT NO	FA PROJ NOS M 0000033 100							STATE
	424	1908	598	00	N 9	4,554.16CR	20,080.03CR	63,964.33CR	
	424	1908	903	00	P 1	4,554.16	20,080.03	63,964.33	
			TOT		P1	4,554.16	20,080.03	63,964.33	
			TOT		N9	4,554.16CR	20,080.03CR	63,964.33CR	
			** JOB TOTALS **			**	**	**	**
PINE ST-DIV ST SECT OF N LIBE	CONT NO	* FA PROJ NOS XI 1705005 100 X10 1705005							STATE
	424	1909	598	00	N 9			35,094.24CR	
	424	1909	903	00	P 1			34,675.00	
	424	1909	903	00	P 2			419.24	
			TOT		P1			34,675.00	
			TOT		P2			419.24	
			TOT		N9			35,094.24CR	
			** JOB TOTALS **			**	**	**	**
CROISAN CREEK (GOLF CLUB RD)B	CONT NO	FA PROJ NOS BROS2403002 100							STATE
	424	1910	598	00	N 9		3,285.56CR	7,247.35CR	
	424	1910	903	00	P 1		3,285.56	7,247.35	
			TOT		P1		3,285.56	7,247.35	
			TOT		N9		3,285.56CR	7,247.35CR	
			** JOB TOTALS **			**	**	**	**
Morrison Br. Ramp ~~PTLND SIGNAL MODIF (8)~~	CONT NO	FA PROJ NOS XI 0026010 100							STATE
	426	1901	598	00	N 9			15,377.93CR	
	426	1901	903	00	P 1			15,377.93	
			TOT		P1			15,377.93	
			TOT		N9			15,377.93CR	
			** JOB TOTALS **			**	**	**	**
SE GLENWOOD-CRYSTAL SPRGS	CONT NO	* FA PROJ NOS XI 9699001 100							STATE
	426	1903	598	00	N 9			38,748.76CR	
	426	1903	903	00	P 1			38,748.76	
			TOT		P1			38,748.76	
			TOT		N9			38,748.76CR	
			** JOB TOTALS **			**	**	**	**

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — MARCH 1983 — PAGE 83

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END	YRS
	026	1003	285	01	NP			66.51	80	80	80
	026	1003	285	02	PP			30,410.08	80	82	80
	026	1003	285	03	PP			640.42	80	80	80
	026	1003	285	04	PP			1.01	80	80	80
	026	1003	285	05	PP			108.59	80	80	80
	026	1003	290	11	NN			439.46CR	80	80	80
	026	1003	290	12	PP			100.17CR	81	81	81
	026	1003	290	15	PP			213.36CR	81	81	81
	026	1003	291	10	PP			17,440.00CR	81	81	81
	026	1003	296	01	NN			3,472,309.00CR	79	82	82
	026	1003	296	02	PP			3,472,309.00	79	82	82
	026	1003	900	01	PP		6.29	313,384.88	78	82	82
	026	1003	900	02	PP			2,449.80	80	80	80
	026	1003	900	03	PP			6,960.47	80	81	81
	026	1003	911	01	PP			1,222.16	81	82	82
	026	1003	915	01	PP		74.81	770.91	79	82	82
	026	1003	920	01	PP			344.72	79	79	79
	026	1003	927	01	PP			18.27	79	82	82
	026	1003	928	01	NN			27.80	79	82	82
	026	1003	944	01	PP			270.53	81	82	82
	026	1003	945	01	PP			1,073.86	81	82	82
	026	1003	948	01	PP		7.20	32.10	81	82	82
	026	1003	950	01	PP			913.56	79	80	80
	026	1003	950	02	NN			66.80	79	79	79
	026	1003	960	01	PP			477.68	80	82	82
	026	1003	965	01	NP			883.03	79	82	82
			TOT		P5		88.30	4,066,548.62			
			TOT		N5			11,083.93			
			** JOB TOTALS **			**	88.30 **	4,067,632.56 **			

| | | |

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		426	1008	903	00	P 1			7,352.23	78	80
				TOT	P1				7,352.23		
				TOT	N9				7,352.23CR		
				** JOB TOTALS **			**	**	**		
PORTLAND PAVE MARK PJ#5	CONT NO	* FA PROJ NOS PMS 0005086 100								STATE	
		426	1009	270	01	P 1			245,484.00	80	81
		426	1009	598	00	N 9			245,484.00CR	80	82
				TOT	P1				245,484.00		
				TOT	N9				245,484.00CR		
				** JOB TOTALS **			**	**	**		
SE DUKE-SE CLATSP 72ND AVE	CONT NO	* FA PROJ NOS XI 9723001 100								STATE	
		426	1010	598	00	N 9			57,957.14CR	79	82
		426	1010	903	00	P 1			57,957.14	79	82
				TOT	P1				57,957.14		
				TOT	N9				57,957.14CR		
				** JOB TOTALS **			**	**	**		
JOHNSON CRK BR SE 142ND	CONT NO	FA PROJ NOS SOS 2601007 100								STATE	
		426	1013	598	00	N 9		5,084.34		79	83
		426	1013	903	00	P 1		5,084.34CR		79	83
				TOT	P1			5,084.34CR			
				TOT	N9			5,084.34			
				** JOB TOTALS **			**	**	**		
FAIRVIEW AV @ HALSEY ST	CONT NO	* FA PROJ NOS XI 9867002 100								STATE	
		426	1014	598	00	N 9			3,330.30CR	80	80
		426	1014	903	00	P 1			3,330.30	80	80
				TOT	P1				3,330.30		
				TOT	N9				3,330.30CR		
				** JOB TOTALS **			**	**	**		
SE MORRISON BR RRP	CONT NO	FA PROJ NOS XI 0026010 100								STATE	
		426	1015	598	00	N 1		86CR		80	82
		426	1015	598	00	N 9		86	15,641.15CR	80	82
		426	1015	903	00	P 1			15,641.15	80	81
				TOT	P1				15,641.15		
				TOT	N1			86CR			
				TOT	N9			86	15,641.15CR		
				** JOB TOTALS **			**	**	**		
SE CRYSTAL SP BLVD 39TH	CONT NO	* FA PROJ NOS XI 9699001 100								STATE	
		426	1016	270	02	P 1			1,788.08	82	82

PREFIX GRP FI	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
026-2568 1* XI	-0024-023				85.00				8,029.71
>026-2568 5 XI	-0024-023	3628,918.57	4475,560.54	4235,156.64	85.00	3599,883.14	3591,863.43		8,029.71
PROJ TOTALS		3628,918.57	4475,560.54	4235,156.64		3599,883.14	3591,863.43		
026-1011 1* XI	-0024-024	45,421.31	53,446.48	53,436.84	85.00	45,421.31	45,421.31		
>426-1028 1* XI	-0024-024	6,439.20	6,439.20	6,439.20	100.00	6,439.20	6,439.20		
PROJ TOTALS		51,860.51	59,885.68	59,876.04		51,860.51	51,860.51		
026-1004 1 XI	-0026-010	129,538.63	150,982.45	150,977.42	85.80	129,538.63	129,538.63		
>426-1015 1 XI	-0026-010	15,641.15	15,641.15	15,641.15	100.00	15,641.15	15,641.15		
026-1908 1 XI	-0026-010	6,979.92	8,135.10	8,135.10	85.80	6,979.92	6,979.92		
>426-1901 1 XI	-0026-010	15,377.93	15,377.93	15,377.93	100.00	15,377.93	15,377.93		
PROJ TOTALS		167,537.63	190,136.63	190,131.60		167,537.63	167,537.63		
>026-1910 1 XI	-0026-012	76.00	504.71	504.71	85.80	433.04	76.00	357.04 B	
>426-1923 1 XI	-0026-012	29,524.00	29,524.00	29,524.00	100.00	29,524.00	29,524.00		
PROJ TOTALS		29,600.00	30,028.71	30,028.71		29,957.04	29,600.00	357.04	
026-1922 1 XI	-0026-017	17,000.00	7,841.13	7,615.37	85.00	6,473.06	6,473.06		
024-1968 1 XI	-0026-018	232,000.00	216,202.49	215,675.45	85.00	183,324.13	183,193.60		130.53
>424-1907 1* XI	-0026-018				100.00				130.53
PROJ TOTALS		232,000.00	216,202.49	215,675.45		183,324.13	183,193.60		
026-1926 1 XI	-0026-020	389,570.00	320,240.28	313,801.97	85.00	266,731.67	266,689.14		42.53
>034-1990 1 XI	-0032-007	110,950.00	102,462.80	99,000.11	85.00	84,150.09	83,883.75		266.34
>034-1046 1 XI	-0032-010	400,000.00	471,041.08	469,581.40	85.00	399,144.19	386,000.00		13,144.19
>034-1046 3 XI	-0032-010	259,864.00	216,092.22	215,995.04	85.00	183,595.78	183,595.78		
PROJ TOTALS		659,864.00	687,133.30	685,576.44		582,739.97	569,595.78		13,144.19
>024-1945 1 XI	-0047-007	326,937.00	295,810.35	294,939.81	85.77	252,969.88	252,969.88		
>024-2524 1 XI	-0047-012	56,232.50	643,200.18	36,647.76	85.00	31,150.60	31,150.60		
103-1963 1 XI	-0074-002	321,300.00	423,686.81	421,571.71	85.80	361,708.53	321,300.00	40,408.53 B	
>103-2530 1 XI	-0074-005	2108,000.00	2297,216.79	2250,174.72	85.00	1912,648.51	2108,000.00		195,351.49CR
103-1964 1* XI	-0078-001				85.80				25,969.22CR
>103-1964 5 XI	-0078-001	946,507.95	1016,021.29	1003,016.06	85.80	860,587.78	886,557.00		25,969.22CR
PROJ TOTALS		946,507.95	1016,021.29	1003,016.06		860,587.78	886,557.00		

8946

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

November 24, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-26(10)
S.E. Morrison-S.E. Belmont (Portland) Sec.
Multnomah County

Enclosed for your consideration at final voucher stage is a copy of Mr. Terpin's memo of November 18, 1981, which provides justification for an increase in preliminary engineering expenditures on the subject project.

CL:bkc
Enc.

cc: F.E. Terpin
General Files

Form 734-3122

1946

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

R. B. Jackson

For C. T. Keasey
Asst State Highway Engineer

8946

October 7, 1980

The American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#8946

Gentlemen:

On October 3, 1980, we wrote to you concerning release of final payment on Contract No. 8946 awarded to Willamette-Western Corporation for work on the S.E. Morrison Bridge Ramp Section of the Pacific Highway East in Multnomah County.

Final payment on this contract is $7,266.19 and the final contract amount is $148,306.53. No work was performed under force account.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

hkr

cc: Willamette-Western Corporation
2519 S.W. Bond
Portland, OR 97201

Cormack & Black of Oregon
1500 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keaney
Walt Hart
E. L. Hardt

8946 (6-16-80) 1E

PROJECT REPORT

S.E. MORRISON BRIDGE RAMP

PACIFIC HIGHWAY EAST (S.E. GRAND AVE.)

MULTNOMAH COUNTY

CONTRACT NO. 8946 PREFIX NO. 26-1004

F.A.P. NO. IX-26(10)

General Progress:

Construction began January 7, 1980 and proceeded in an orderly and timely manner. The snow and ice storm during January caused some minor delays to the contractor. There was generally 1 to 6 men on the project accomplishing the excavation work with one combination backhoe/loader and one truck. Coordination between the contractor, City, State, and utilities went smoothly. The subcontractors for concrete work, traffic signals, and landscaping performed their portions of the project on schedule and expediently. The project was complete and open to traffic on March 24, 1980.

Traffic Control:

S.E. Grand Avenue moves a large volume of traffic during the day which includes a high percentage of large trucks. Lane closure was not allowed during peak hour traffic. When the westerly lane of Grand Avenue was closed during construction hours traffic did back up considerably on Grand Avenue. The most severe problem generated by the construction was caused when the Morrison Bridge off-ramp east bound was reduced from 3 to 2 lanes. This caused a large back up on the freeway off-ramp onto S.E. Hawthorne eastbound until the third lane was opened up again. The temporary timbers placed at the edge of pavement seemed to perform well as a temporary curb and visual barrier to the abrupt edge dropoff.

I think it would have been better to use an illuminated arrow board to get traffic to merge right on S.E. Grand Avenue, as the advance warning signs were hard to spot due to the clutter of signs and signals already existing on S.E. Grand Avenue.

Construction Problems

Construction problems were minimal and easily solved but the following is a brief summary of the problems encountered. Sidewalk excavation between Yamhill and Belmont revealed a soft subgrade. This was solved by excavating down approximately 6" and back filling with crushed rock to form a good sidewalk and driveway subgrade. The street light cable was very near the surface and was cut into a few times during excavation which required repair by PGE. The mast arm pole was too short and discovered far enough in advance so that Tice Electric had time to get the pole manufacturer to send the correct length to the project so that no delay was caused.

City of Portland prepared project.

Copy

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 16 1980
ROAD DESIGN SECTION

Do Not File
Return To
Action

Specification Changes

On future contracts I think it would be beneficial to specify that during nonconstruction hours all construction signing that does not apply should be covered up and not visible to traffic. The standard specifications and the MUTCD imply that this is to be done but the project engineer for Willamette Western was certain that he should have received an extra for covering up the signs since it wasn't spelled out in the specifications. This is an important function of traffic control and to avoid future disagreements I think it would be beneficial to clarify this in the special specifications. In my opinion the standard specifications and MUTCD are too general in the explanation of covering up nonapplicable signs during the construction hours.

Time Overruns

Time overruns and liquidated damages did not have to be addressed on the subject project as the contractor finished the project 7 days under his allotted 90 day contract period.

Steven C Thomas 5-7-80

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: S.E. Morrison Bridge Ramp

Highway: Pacific Highway East
(S.E. Grand Avenue)

County: Multnomah

Contract No.: 8946

Prefix: 26-1004

F.A. No.: IX-26(10)

SUMMARY

Item	Original	Semifinal	±%
Bid Items	$ 147,388.00	$ 146,687.00	0%
Anticipated Items	2,000.00	1,050.00	-48%
*Contingencies	6,722.46	1,860.75	-72%
Engineering	13,444.92	22,408.20	+67%
TOTAL	$ 169,555.38	$ 172,005.95	+ 1%

*Covers Price Agreements No. 4 and 6

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

Signed: Steven E. Thomsen

Steven E. Thomsen
City of Portland

894/6

FORM 734-2081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE Morrison Bridge Ramp		WEEK ENDING: March 29, 1980
		SECTION PREFIX: 26-1004
HIGHWAY: Pacific Highway East		COUNTY: Multnomah
NAME OF JOB: SE Morrison Bridge Ramp	KIND OF WORK: Grading, paving and signals	
CONTRACTOR: Willamette Western	CONTRACT NUMBER: 8946	FEDERAL AID PROJECT NUMBER: IX-26(10)
DATE OF CONTRACT: July 6, 1979	DATE WORK STARTED: January 7, 1980	ESTIMATED COMPLETION DATE: March 31, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 3 (1 Day) SUPERVISION: 1	SPECIFIED WORK DAYS: N/A SPECIFIED CALENDAR DAYS: 90	WORK DAYS USED: N/A CALENDAR DAYS USED: 83
	SPECIFIED COMPLETION DATE: March 31, 1980	PERCENT OF TIME ELAPSED: 92.2%
PROJECT AUTHORIZATION: $ 169,555.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 156,110.46	ENGINEERING AUTHORIZATION: $ 13,444.92	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 147,388.00	ENGINEERING COST TO DATE: $ 12,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.9%
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 95.9%	DATE PROJECT WAS COMPLETED: March 24, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE B	Top Lift	Curb/SW/Dwy.	Signals	Landscaping
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	23	Cloudy	1		
MONDAY	24	Clear	1		See Remarks
TUESDAY	25	Clear	0		
WEDNESDAY	26	Showers	0		
THURSDAY	27	Pt. Cloudy	0		
FRIDAY	28	Cloudy	0		
SATURDAY	29	Showers	0		

RECEIVED
APR 7 1980
CONSTRUCTION BRANCH

Kuney, Richards
Jackmond, Berg
Hopkins, Inloes
Williams, Widmer
Johnson, Gebauer
Glen, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	No Activity.
MONDAY 24	Contractor did misc. clean up work and corrected any problem areas.
TUESDAY 25	---
26 WEDNESDAY	---
THURSDAY 27	---
FRIDAY 28	---
SATURDAY 29	---

REMARKS

All work under this contract is complete as of March 24, 1980.

SIGNED Steven E. Thomsen LOCATION (City of Portland)

Steven E. Thomsen
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBM T 2 COPIES

8946

CON 5

DATE: January 22, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Kearsey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-26(10)

Contract 8946, Work Started January 2, 1980

Project SE Morrison Bridge Ramp

Highway Pacific East

County Multnomah

RDC:mk

cc: R. D. Church

8946 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-3 7-18-2		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	7-20-79	Project Number IX-26(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 8 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000.00	$ 193,076.00
Federal funds	$ 8,580.00	$ 164,111.00
Other revisions		

This modification is made for the following reasons: To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of July , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Tokuter

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. V. Cozel
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Hen file

Oregon State Highway Division
Salem, Oregon, July 13, 1979

Federal Aid Project
No. IX-26(10)

S.E. Morrison Bridge Ramp
Pacific Highway East
Multnomah County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 23,519.00

Type Code 6201
Roadway (Sta. 0+80 to Sta. 6+32)

Mobilization	All Required		14,500.00
Temporary Protection and Direction of Traffic	All Required		20,073.00
Temporary Signs	150 Sq.Ft.	$ 12.00	3,000.00
Temporary Barricades	18 Each	55.00	990.00
Temporary Plastic Safety Markers	25 Each	80.00	2,000.00
Flagmen	40 Hour	20.00	800.00
Temporary Timbers	590 Lin.Ft.	10.00	5,900.00
Removal of Structures and Obstructions	All Required		10,000.00
General Excavation	All Required		7,500.00
Furnishing and Placing Topsoil	230 Cu.Yd.	10.00	2,300.00
Class "B" and Class "C" Asphalt Concrete	400 Ton	35.00	14,000.00
8-inch Sewer Pipe	10 Lin.Ft.	40.00	400.00
Standard Concrete Inlets	2 Each	600.00	1,200.00
Concrete Walks, Curbs, Driveways and Islands	60 Cu.Yd.	220.00	13,200.00
Adjusting Manholes	1 Each	325.00	325.00
Removal of Existing Sign Installation	All Required		700.00
Landscaping	All Required		6,500.00
			$103,388.00

Anticipated Items

Permanent Signing	All Required	$ 500.00
Permanent Pavement Striping	All Required	500.00
Work by City of Portland (Water)	All Required	807.00
		$ 1,807.00
	Subtotal	$105,195.00
	Engineering	14,201.00
	Total	$119,396.00

Oregon State Highway Division
Salem, Oregon, July 13, 1979

Federal Aid Project
No. IX-26(10)

Type Code Y031
Signal

Traffic Signal Installation, Complete	All Required	$ 44,000.00
	Subtotal	$ 44,000.00
	Engineering	6,161.00
	Total	$ 50,161.00

Length of Roadway . . . . . 0.105 Mile

Cost of Roadway Per Mile. $1,137,104.76

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 23,519.00	$ 19,990.00	$ 3,529.00
Roadway	119,396.00	101,486.00	17,910.00
Signal	50,161.00	42,635.00	7,526.00
Total	$193,076.00	$164,111.00	$28,965.00

Group 1 100%
Contract No. 8946
Prefix No. 26-1908
Prefix No. 26-1007
Prefix No. 426-1901

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 5-59	FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
	5-8-78	Project No.: IX-26(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E. S.E. Morrison-S.E. Belmont (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-17-77	0.15
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		

FUNDS PR Reg 85.35

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,000	$ 8,500

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C J Hunter

Technical Services Engineer
(Title)

By H J Amelsen

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: R. L. Bregar

Date executed by Division Administrator MAY 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 1, 1978

Federal Aid Project
No. IX-26(10)

S.E. Morrison-S.E. Belmont (Portland) Section
Pacific Highway East in Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 10,000.00
	Total	$ 10,000.00

Length of Project - - - - - - - - 0.15 miles

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
P.E.	$10,000.00	$ 8,580.00	$ 1,420.00
Retain in Program			
Grade, Drain, Pave, Signals (contract)	90,000.00	77,220.00	12,780.00
Total	$100,000.00	$85,800.00	$14,200.00

Prefix 26-1908
Group 1-100%

8746 LETTER OF APPROVAL AND/OR AUTHORIZATION

7-5-79

IX-26(10)
STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
80016

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-30-78	7-5-79	Primary 26
		STATE ROUTE NUMBER: Primary 1E

GENERAL LOCATION:
SE Morrison - SE Belmont Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-4-79 I approve the revised Project costs to a TEC of $193,076 with Federal participation limited to $164,111

(Increase TEC $14,555 - F.F. $12,371 per advice dated 7-5-79.)

7/11 HH

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
Mc Swan
FOR

Init.	Secr.	Sup.	Dvr.	Sec.	Acct.	File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-5-79	G. K. Hansen	for Division Administrator

FORM PR-1240 REV. 6-70 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8946 Form FHWA 121 (Rev. 9-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Tentative Concurrence in Award
Oregon Project IX-26(10)
S.E. Morrison Bridge Ramp

DATE: June 18, 1979

In reply refer to: HFO.8-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

As requested in Mr. Swan's letter of June 4, 1979, I am prepared to grant tentative concurrence in award of contract for the subject project. This concurrence, however, is subject to the additional $12,371 of Federal funds being granted based on my letter to Washington, D.C. (UMTA), a copy of which is enclosed.

G. K. Hoosman
for G. L. Green

Enclosure

cc:
ODOT (D E Swan)

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO
FOR
Info | Init. | Sig. | Act | File

6-20

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The Oregon Division - Salem

DATE: June 14, 1979

In reply refer to: HAM-OR/710.32
X Ref: IX-26(10)

SUBJECT: Interstate Transfer Project Request for Additional Obligational Authority Oregon Project IX-26(10)

FROM : G. L. Green, Division Administrator

TO : Mr. Daniel Markoff
Associate Administrator for Administration HFS-12
Washington, D. C.

The Oregon Department of Transportation has requested additional financing in the amount of $12,371 for the subject project using Interstate withdrawal funds for the Portland area.

The Oregon State Highway Division (OSHD) has advertised for bids on this project three (3) times. All bids were rejected as being too high at the first two bid openings. The low bid received (there were only two) at the third opening is 21.3% over OSHD's Engineer's estimate. The City of Portland and the OSHD feel that the estimated cost for the project is in error and that the project contract should be awarded to the present low bidder.

We have reviewed the State's request and accompanying support data and concur that the contract be awarded to the present low bidder. Approval of the additional $12,371 is recommended.

Original Signed By
G. W. GRAY
Financial Manager
G. L. Green

Gray:rn

8946

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1979

TO: Peggy O'Connell

FROM: Bill Hayden

SUBJECT: E-4 Projects Pending Approval by FHWA/UMTA Headquarters

The following Interstate Substitution Projects are currently pending approval at FHWA/UMTA Headquarters offices. All of these projects are ready to go to construction this summer. The only thing holding up contracts is FHWA/UMTA approval. I would appreciate your assistance in expediting approvals.

Project Number	Name	Date Submitted
1X-9699 (1)	S.E. Glenwood to Crystal Springs Blvd.	3-29-79
1X-9407 (3)	Capital Hwy. at Huber	5-16-79
1X-9234 (4)	Progress Interchange Off-ramp	4-27-79
1X-26 (10)	S.E. Morrison Bridge Ramp	4-24-79
1X-9665 (7)	Oatfield Rd. at Jennings Ave.	4-24-79
1X-9659 (5)	Clackamas Hwy. to Gladstone City Limits	4-24-79

BH:jmy
cc: Fred Klaboe
bc: Don Adams
Buzz Swan
Ted Spence
Bob Royer
Larry Rulien

RECEIVED
STATE HWY ENGR
JUN 13'79
REFER TO
FOR
Init. Imm. R/D D/R Sgn. Act. File

8946

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

June 5, 1979

ODOT - Metro
5821 NE Glisan
Portland, OR 97213

ATTN: D. R. Adams, Project Development Manager

RE: SE Morrison - SE Belmont
Grand to Morrison Bridge
FAU: IX-26(10) Prefix: 26-1908

Dear Don:

Pursuant to items 2 and 3 on the City's letter of April 6, 1979, Willamette Westerns low bid of $147,388 yields a favorable benefit cost ratio as shown on the attached sheets. Therefore, the City of Portland wishes to award a contract to Willamette Western for construction on the S.E. Morrison Bridge Ramp.

Please notify the City of the contract award date as soon as possible.

Very truly yours,

John M. Lang, Chief
Bureau of Street and Structural Engineering

SET/JML/pn

From Metro Jon Rose | Date 6/5/79

To [redacted]

[redacted] Traffic Region 1

Comments: Here is the City's rationale for accepting the low bid on the Grand Ave (Belmont/Morrison) project. An advance deposit has been requested and the City expects to submit it's check shortly. Please take appropriate action.

Jon Rose

MA [redacted] TSE SPC
ODOT - METRO

JUN 05 1979

AM PPS PILE TIA
PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 6 1979

TAA _____ File: PM FA LG OP

-8946

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 4, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 5'79
REFER TO
FOR
Init'd | Issue | R/D | D/R | Sign | Ret | File

FROM D. E. Swan
Federal Aid Engineer

SUBJECT S.E. Morrison Bridge Ramp
Project No. IX-26(10)
Tentative Concurrence in Award
Additional Interstate Substitution Funds

Tentative concurrence is requested in the award of contract for the subject project. This bid was received on May 24, 1979 with Willamette-Western Corp. of Portland submitting the low bid in the amount of $147,388. The low bid is $25,973 or 21.3% over our Engineer's estimate of $121,415. One other bid was received in the amount of $152,890.

This was the 3rd time we advertised for bids on this project, the first two low bidders were rejected as being too high. In review, on September 21, 1978 we received one bid which was rejected, on February 22, 1979 we received 3 bids all of which were rejected. This brings us to the 3rd bid opening date of May 24, 1979 with two interested bidders; there is 3.7% difference between these two bidders. The low bidder at this bid opening (Willamette-Western Corp.), is the only one interested enough to bid the second time. We feel the lack of interest in this project is due to the fact that this project is a short and difficult to construct city street project with many traffic problems making the profit potential somewhat questionable. After receiving bids the first time the design was changed and the completion time was also changed to try to interest more bidders. We now feel the design is right and should not be changed further to reduce the cost, therefore, the City of Portland and the Highway Division feel our estimated cost for the project is in error and the project should be awarded to the present low bidder.

The cost/benefit ratio as the project is designed using a total cost as estimated at $151,000 was a factor of 3.23. Using the low bid and contingencies as a total cost estimate of $169,555, the C/B ratio is now 2.88. A copy of the original C/B ratio calculations is attached.

We request additional Interstate Substitution General Funds financing for this project based on the fact that the contract low bid received exceeds the funds available for obligation. Approval of this request will involve additional total cost and allotment of federal funds as follows:

	Total Cost	Federal Funds
Preliminary Engineering	$ 23,300	$ 19,990
Construction	169,555	144,121
Total	$192,855	$164,111

If you are in agreement with the foregoing remarks, we request that you expedite our request for additional Interstate Substitution General Funds and inform us of your actions so that agreement can be reached with Willamette-Western Corp. for a delay in award of contract if you anticipate more than 30 days time elapse before more funds are available.

DAR:dmc
Attachments
cc: E. S. Hunter
J. H. Versteeg
E. L. Johnson

8946

May 29, 1979

City of Portland
400 S.W. 6th Ave.
Portland, OR 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On May 24, 1979, the lowest of 2 bidders on the S.E. Morrison Bridge Ramp Section IX-26(10) was Willamette-Western Corp., Foot of North Portsmouth, Portland, OR 97203 which bid is approximately 21% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project the following advance deposit is required from the City.

Bid Items	$147,388.00
Permanent Signing	500.00
Permanent Pavement Striping	500.00
Bureau of Water	1,000.00
4½% Contingencies	6,722.46
2% Monitoring Engineering	2,987.76
ESTIMATED TOTAL COST	$159,098.22

City's Advance Deposit:
15% of $159,098.22 = $23,864.73 or say $23,800.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 15, 1979.

Please make your check for $23,800.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 431, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operations Programming Engineer

PH:dmc

bc w/AD#642: Jon Rose, Federal Aid Specialist
Vern Skoog-Please return completed AD#642 when check is received.

8946

Salem, Oregon
May 11, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 24, 1979 Bid Letting

F I L E

NE Marmoor
Bi. Ramp

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 24 on the following projects:

1. Broadway @ 16th Street (North Bend)
   Cape Arago Highway, Coos County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Esplanade Street-Shasta Way
   Klamath Falls-Malin Highway, Klamath County
   Traffic Signals

   Same as No. 1.

3. N.E. Halsey Street at N.E. 223rd Avenue
   FAP No. IX-9867-2, Multnomah County
   Traffic Signals

   Same as No. 1.

4. Beaver Creek Bridge
   Powers Highway, Coos County
   Structure
   0 to 6-foot shoulders on approaches; 5-foot shoulders on structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Ochoco Highway-Ochoco Ranger Station
   Ochoco Ranger Station Road, Crook County
   Grading and Oiling
   28-foot roadway including 3-foot gravel shoulders

   Same as No. 4.

6. N. Umpqua River (Winchester) Bridge
   Pacific Highway, Douglas County
   Structures
   Redecking structure

   Same as No. 1.

7. Grants Pass Pavement Marking
   City Streets, Josephine County
   Pavement Marking

   Same as No. 1.

8. Jantzen Beach Information Center
   Pacific Highway, Multnomah County
   Earthwork, Paving and Building
   Sidewalks and ramps to be constructed for pedestrian and bicycle use

9. S.E. Morrison Bridge Ramp
   Pacific Highway East (Grand Ave.), Multnomah County
   Grading, Paving and Signals
   Existing 12-foot sidewalk on east side of Grand Avenue to remain in place

10. Deschutes River (Sherars) Bridge
    Sherars Bridge Highway, Wasco County
    Structure
    20-foot roadway with 4-foot shoulders on structure and approaches

    Same as No. 4.

11. Willamina Avenue-26th Avenue (Forest Grove)
    Main Street (Washington County)
    Grading and Paving
    40-foot street, curb-to-curb, with 5-foot sidewalks to be constructed

12. S. Unit Astoria-Camp Rilea
    Oregon Coast Highway, Clatsop County
    Grading and Paving
    Shoulders will be striped and signed as a bikeway

13. Bend S.C.L.-Murphy Road
    The Dalles/California Highway,=Deschutes County
    Grading and Paving
    Shoulders will be striped and signed as a bikeway

14. N.E. Umatilla Street and N.E. 4th Avenue (Sutherlin)
    City Streets, Douglas County
    Grading and Paving
    5-foot sidewalks with pedestrian ramps to be constructed

15. Progress Interchange Off Ramp to
Scholls Ferry Road, Washington County
Grading, Paving and Signals

Same as No. 4.

16. Shaniko-The Dalles/California Highway
Sherman Highway, Wasco County
Oiling
32 to 40-foot roadway with 4-foot shoulders

Same as No. 4.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8946

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-2-79

FEDERAL AID PROJECT NO.
-26(10)

STATE PROJECT NO.
See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO.
80016

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info | Invest | R/O | D/R | Sig | Act | File

6-18
orig → Mr. [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	5-2-79	Primary 26	Primary 1E

GENERAL LOCATION:
SE Morrison - SE Belmont (Portland)

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 4-30-79 letter I approve the revised PS&E documents for the subject project for a TEC of $155,000 - Federal funds not to exceed $131,750.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973—531-555

3946

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8231 TELEPHONE

TO: D. H. MOEHRING
Ass't. State Highway Engineer

DATE: April 26, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Progress Interchange Ramp
Prefix; 134-1930

Gary Zehner asked if there were adequate funds approved by MSD for three projects that will be going to bid soon.

The answers I have been able to dig out are as follows:

Progress Interchange Ramp

Unobligated	F.F.	=	Total Funds
E(4)	$252,761		$297,366
FAU	207,934		236,289
			$533,655 - Sub-Total
Obligated FAU Funds $123,600		=	$143,721
			$677,376 - Funds for Project

The most recent construction estimate including E & C is $493,000. The P.E. & R/W costs through March are $126,000. There will be some additional costs yet before the project is bid, but it appears the funds will be adequate.

Portland,

[redacted]

Bill Pettis of MSD advised me by phone that MSD now has $172,036 federal funds authorized for this project. This includes $9,000 for P.E. and $163,036 for construction. Our latest estimate is $23,000 total dollars for P.E. and $140,000 total dollars construction, for a total of $163,000. Since the authorized federal funds equate to $202,395 total dollars, we appear to be well within the authorization.

N. Tigard Interchange - Beef Bend Road

This job consists of two projects, N. Tigard Interchange-Bull Mountain Road (City of Tigard e(4),)and Pacific Highway West at Beef Bend Road (State signal project with FAP funds) that were combined to simplify signal interties and construction.

V

MSD has authorized the following amounts for the City of Tigard project:

Obligated	$ 68,640	
Unobligated	912,269	(as of Sept. 30, 1978)
	$980,909	Federal Funds
	= $1,154,000	Total Funds

The Beef Bend Road signal was approved in our Six Year Improvement Program for $40,000 (PMS Run shows $75,000), which brings the total money for the entire project to $1,194,000.

The latest cost estimates are $80,000 P.E. and $1,090,000 construction, for a total of $1,170,000, which is within the authorization.

pq

cc Don Adams
Ted Spence
Jim McClure
Bill Pettis
Ron Kleinschmit
Chuck Pietrok
Dave Long

8946

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT IX Fund Transfer
Item No. 80016
Project No. IX-26(10)
SE Morrison-SE Belmont (Portland) Sec.
Multnomah County

I request transfer of Interstate Substitution General Funds for construction of the subject project, as we intend to request PS&E authorization May 2, 1979 for receiving bids on May 24, 1979. This action will involve an estimated total cost of $155,000 with Federal funds in the amount of $131,750.

JLG:dmc
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
[redacted]

H

8946 4-23-79

Section S.E. Morrison Bridge Ramp Programming Estimate $ _____

Highway Pacific Highway East (S.E. Grand Ave.) Project Length 0.10 mi.

County Multnomah Completion Time January 31-1980

Kind of Work Grading, Paving & Signing _____

Prefix 26-1908-921 FA Project No. IX-26(10)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 121,415.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Install Water Meter		$ 2,000.00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
Bureau of Water	1,000	
_____		
_____		
Misc. Permit Fees _____		
_____		
		$123,415.00
Contingencies (4-1/2%)		5,553.68
Engineering (9 %)		11,107.35
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 140,076.03

APPROVED

_____
Road Design Engineer

REC'D. 4-23-79 Z
4-25-79 Z
→ NOTIFIED MAK HE WILL CLEAR
OK MAK K. Letter 4-26-79 Z

PE 23,300
163,300
w/MSD K86
139,500
W/LIV. UN. 107,300
NEED $31,700

May 24 letting

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 4-23-79

Section SE Morrison Bridge Ramp
County Multnomah

Kind Of Work Grading, Paving & Signals
Length 0.10 mi.
Name Butler-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (10%)		Lump Sum	All	Lump Sum	11,000.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,000.00
3	Temporary Signs		Sq. Ft.	250	10.00	2,500.00
4	Temporary Barricades		Each	18	125.00	2,250.00
5	Temporary Plastic Safety Markers		Each	25	80.00	2,000.00
6	Flagmen		Hour	40	22.00	880.00
7	Temporary Timbers		Lin. Ft.	596	6.00	3,540.00
	ROADWORK					
8	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	3,000.00
9	General Excavation		Lump Sum	All	Lump Sum	8,000.00
10	Furnishing and Placing Topsoil		Cu. Yd.	230	11.00	2,530.00
11	Class "B" and Class "C" Asphalt Concrete		Ton	400	38.00	15,200.00
12	8-inch Sewer Pipe		Lin. Ft.	10	44.00	440.00
13	Standard Concrete Inlets		Each	2	550.00	1,100.00
14	Concrete Walks, Curbs, Driveways and Islands		Cu. Yd.	60	200.00	12,000.00
15	Adjusting Manholes		Each	1	200.00	200.00
16	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	775.00
17	Landscaping		Lump Sum	All	Lump Sum	5,000.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 4-23-79

Section SE Morrison Bridge Ramp
County Multnomah

Kind Of Work Grading, Paving & Signals
Length .10 mi.
Name Butler-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
	TRAFFIC SIGNALS					
18	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	46,000 ⁰⁰
	Total					121,415 ⁰⁰

8946.

Portland

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: J.H. Versteeg
Engineering Design Section

DATE: April 18, 1979

FROM: D.R. Adams
Project Development Manager

SUBJECT: S.E. Morrison to S.E. Belmont
Grand, Morrison Bridge Project
26-1908

Attached is a letter from John Lang attempting to justify another effort at letting the subject project.

The city wishes to re-advertise the project in May of 1979 with nc changes to the plans or specifications. Having developed a favorable benefit cost ratio (also attached), they consider the project justified, even though the last bid was substantially over the engineer's estimate.

Would you piease submit the attached data to the cost estimate section and have them review their estimates to determine if there is some added hidden cost that was not considered in earlier estimates; something that might be justification for higher contract cost, such as: staging of the work, staging of the signal relocation, the lack of work space, storage, the need for the contractor to button up the job on a nightly basis, traffic, etc.

The fact that we have a favorable benefit cost ratio may also have some merit in developing justification for advancing the project.

Please pursue the inclusion of this job in the May bid letting.

DRA/PE

Attachments

1 Versteeg ✓
Anderson
2 Christensen DRC
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

Sent to cost w/ request to update costs

RECEIVED
APR 19 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

MA PDE TSE SPC
ODOT - METRO

APR 13 1979

AM PPS FILE T/A

April 6, 1979

ODOT - Metro
5821 NE Glisan
Portland, Oregon 97213

Attn: D. R. Adams, Project Development Manager

Re: SE Morrison - SE Belmont
Grand to Morrison Bridge
FAU: IX-26(10) Prefix: 26-1908

Dear Don:

Pursuant to your letter of March 14, 1979, we have reviewed the plans and specifications on the subject project for cost reducing alternatives due to the high bids received. It is our opinion that there are no changes that would be made that would significantly affect the cost.

In reviewing the bids for the project, we believe that the engineer's estimate is low. The project site accommodates approximately 25,000 VPD which would significantly affect a contractor's productivity.

Also, we have completed a favorable benefit/cost ratio analysis on the improvement and feel that the project could be justified even at the current bid prices. Our analysis is attached for your review.

We request of ODOT - Metro that the following be done:

1) That the project be rescheduled for a May, 1979 bid let date with no changes to the plans and specifications.

2) That a contract be awarded to the lowest responsible bidder wherein a total construction cost yields a favorable benefit cost ratio irrespective of the relationship of the engineer's estimate to the low bid.

3) That approval for the above actions be obtained such that full federal participation in project costs is assured.

Very truly yours,

John M. Lang, Chief
Bureau of Street and Structural Engineering

RWT:JML:lj

GRAND AVENUE/MORRISON STREET PROJECT

(LEFT TURN IMPROVEMENTS)

Existing Conditions

1) Grand Avenue, Madison St. to Belmont St. = 1400 lin. ft. = 0.27 mi.
2) Travel time on Grand (west lane), Madison to Belmont = Avg. 8 mph
3) Travel time on Grand (3 easterly lanes), Madison to Belmont = Avg. 25 mph
4) Approximately 5000 vehicles travel in the west lane during the traffic hours of 6:30-9:00 am and 1:30-5:30 pm.

Accident Reduction:

1973-1977

5 non-injury x $800 = $ 4,000
2 injury x $5,500 = $11,000
Total $15,000 ÷ 5 years

= $3,000 year savings

Gas Savings:

8 mph. exist. travel speed (west lane) 0.075* gal./mi. x .27 mi. = .0203 gal.
25 mph est. travel speed (west lane) Full improvement 0.047 gal./mi. x .27 mi. = .0127 gal.
.0076 gal.

Savings per year = 0.0076 gal./veh. x 5000 veh. x $0.75 gal. x 250 days year

= $7,125 year savings

* Transportation and Traffic Engineering Handbook

Time Savings:

Existing 0.27 mi./8 mph x 5000 veh. day = 169 hrs./day
After Project 0.27 mi./25 mph x 5000 veh. day = 54 hrs./day
115 hrs./day savings

115 hrs./day x $3.00 hr. x 250 days/yr. = $86,250 year savings

Total Savings - 3 Block Project
Gas Savings - $ 7,125
Time Savings - $86,250
Accident Reduction - $ 3,000
$96,375

Total Savings - 2 Block Project
Gas Savings - (7125) 2/3 - $ 4,750
Time Savings - (86,250) 2/3 - $57,500
Accident Reduction - - $ 3,000
$65,250

BENEFIT/COST RATIO

Low Bid = $120,454
Total Project Cost = $120,454 x (1.10 contingency) x (1.15 engineering) = $150,568
= $151,000

Annual Cost of Improvement

Since the improvement is to be constructed out of current taxation rather than borrowing, costs could reasonably be calculated at zero interest rate. However, for purposes of calculation, 12% was used as representative of a prime borrowing rate.

A.C. = $151,000 x crf (12% for 20 yrs.)
= ($151,000) (0.13388)
= $20,216

Benefit Cost Ratio

$$\text{B/C Ratio} = \frac{\text{Savings}}{\text{A.C. of Improvement}}$$

$$= \frac{\$65,250}{\$20,216}$$

= 3.23

VEHICLE OPERATING COSTS

The goal of the traffic engineer is to provide highway service that is rapid, safe, comfortable, convenient, and economical for motor vehicle users. In order for the engineer to plan and design traffic control facilities that are compatible with economical vehicle operation, he must know how vehicle operating costs are related to road geometry, suface conditions, traffic flows, and speed change requirements.

All of the information on vehicle operating costs presented in the following paragraphs and in Tables 2.9 to 2.16 was obtained from Report 111 of the National Cooperative Highway Research Program.[1]

FUEL CONSUMPTION

Vehicle fuel consumption is a major item of operating expense and one closely associated with road and traffic conditions. Table 2.9 presents the fuel consumption rates of the composite car for operation at various speeds on level roads and on gradients. The composite car reflects the vehicle distribution given in Table 1.7 (p. 7).

Table 2.10 gives the fuel consumed by the composite passenger car for stop-go and slowdown cycles in excess of that for continued operation at the given running speeds. Tabular values for stop-go cycles (upper values in each column of Table 2.10) do not include fuel consumption for stopped delays. Fuel consumption while stopped may be computed by using the composite passenger car idling fuel consumption rate of 0.58 gal per hr (2.20 liters per hr).

Table 2.11 is similar in form to Table 2.9, but it provides fuel consumption values for a two-axle, six-tire, single-unit truck at an average gross vehicle weight of 12,000 lb (5,443 kg).

Table 2.12 gives the excess fuel consumption for speed changes for the represen-

TABLE 2.9
Automobile Fuel Consumption as Affected by Speed and Gradient—Straight, High-type Pavement and Free-flowing Traffic*

Uniform Speed		Gasoline Consumption on Pass Grades of:											
		Level		2%		4%		6%		8%		10%	
mph	kph	gal mi	lit. k	gal mi	lit. k	gal mi	lit. k	gal mi	lit. k	gal mi	lit. k	gal mi	lit. k
20	16	0.072	0.169	0.087	0.204	0.104	0.242	0.121	0.285	0.143	0.336	0.174	0.421
30	32	0.050	0.117	0.070	0.164	0.086	0.202	0.104	0.245	0.128	0.301	0.159	0.376
40	48	0.044	0.103	0.060	0.141	0.078	0.184	0.096	0.226	0.124	0.291	0.154	0.362
50	64	0.046	0.108	0.062	0.145	0.078	0.183	0.096	0.226	0.124	0.291	0.155	0.365
60	80	0.052	0.122	0.070	0.164	0.083	0.195	0.104	0.244	0.130	0.306	0.162	0.381
70	97	0.058	0.136	0.076	0.179	0.093	0.219	0.112	0.263	0.138	0.325	0.170	0.400
80	113	0.067	0.158	0.084	0.198	0.102	0.240	0.122	0.287	0.148	0.348	0.180	0.423

* Composite passenger car represented here reflects the following vehicle distribution: large cars, 20%; mid cars, 65%; compact cars, 10%; small cars, 5%.
† Values of this table should be increased about 20% for speeds of 30 mph (48 kph) and 50% for speeds of 50 mph (80 kph) when operation is on badly broken and patched asphalt pavement.
‡ Should also be increased for operation on curves:
For 4° curves, increase about 5% at 30 mph (48 kph) and 30% at 60 mph (97 kph).
For 10° curves, increase about 20% at 30 mph (48 kph) and 100% at 50 mph (80 kph).

[1] Valley, *op. cit.*, pp. 16–39.

TRAFFIC COUNT TAB

Date 3-6-78
Day Monday
Weather Cloudy

ON S.E. Grand Ave. S. of Belmont ON _____

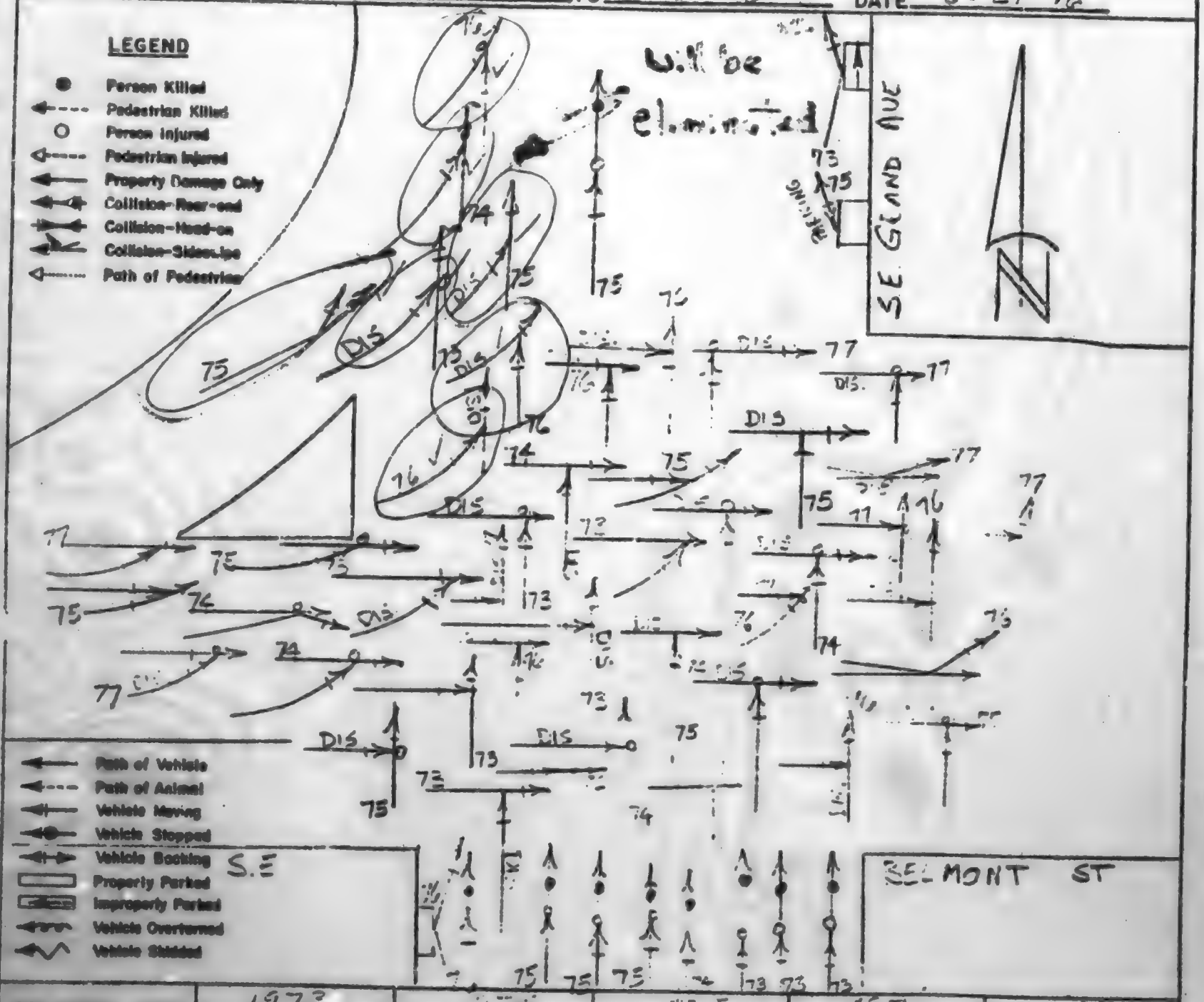
TIME \ DIRECTION	N/B							
A.M. 7-8	2325							
8-9	2014							
9-10	1905							
10-11	1688							
11-12	1964							
P.M. 12-1	1978							
1-2	2013							
2-3	2233							
3-4	2091							
4-5	2120							
5-6	1575							
6-7	1276							
7-8	958							
8-9	675							
9-10	600							
10-11	587							
11-12	450							
A.M. 12-1	271							
1-2	190							
2-3	138							
3-4	142							
4-5	249							
5-6	545							
6-7	1780							
TOTAL	30,025							
GRAND TOTAL								

05.06.07

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE GRAND AVE & BELMONT ST. COMPILED BY ELSTEN
PERIOD COVERED 1-1-73 TO 12-31-76 DATE 6-21-76



COLLISION TYPE	1973												1976							
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		1	3	4		2	2	4		1	2	3		2	5	7		5	2	7
Head-on																				
Rear-end		3		3			1	1		4		4			2	2				
Sideswipe			1	1		1		1			1	1			2	2		2		2
Turning Movement		1	2	3		1	1	2		1	4	5		1	2	3		2	2	4
Parking											1	1								
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		5	6	11		5	4	9		6	8	14		3	11	14		9	4	13

8946

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-26(10)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80016

COUNTY NAME: Multnomah

PROGRAM STAGE (Check)

RECEIVED
STATE HWY ENGR
APR 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

STATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 4-5-79

FEDERAL ROUTE NUMBER: Primary 26

STATE ROUTE NUMBER: Primary 1E

GENERAL LOCATION:

S.E. Morrison - S.E. Belmont (Portland)

GENERAL DESCRIPTION OF WORK:

See below

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☑ OTHER (Specify) See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Additional P.E. funds requested in Mr. Swan's letter of April 2, 1979, for total estimated amount of $13,300 with Federal participation limited to $11,410 are approved. This approval necessitates my withdrawing P.S.&E. approval for the subject project. A review of the design changes and fund requirements will be required in sufficient time to allow a request to be forwarded to UMTA for additional funds prior to my approval of another set of P.S.&E. documents. Total P.E. funds in amount of $23,300 - Federal Funds $19,990 shall not be exceeded without advance approval of this office. Another "after the fact" increase will not be granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-5-79	G K Hoeme	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

Form E-30 (Rev. 9-71) 8946

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. Morrison-S.E. Belmont

Highway Pacific E.

County Multnomah

Date March 13, 1979

Authorization No. 3

Survey Prefix 26-1908 (Assigned by Salem office)

Description of termini, route, length, etc.:

Southerly end of the survey is at the intersection of S.E. Grand and Belmont Streets.
The Northerly end is at the intersection of S.E. Grand, S.E. Morrison and Morrison bridge ramp. Overall length of the survey is 800 feet.

Purpose of survey: City to perform field survey, prepare plans.

State to monitor PE, review plans, and complete PS & E.

Estimate of cost:

Field Survey	901	1,000
City	903	17,000
Final Design	905	800
Soils & Geol.	910	600
Traffic	911	1,000
Utility	914	400
Proj. Mgmt.	920	300
Specifications	921	2,000
Adm. Serv.(Eng)	922	100
Environmental	923	100

IX-26(10)
11-17-77

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 23,300
Previous authorization	10,100
Additional authorization requested	13,200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Popin
Location Engineer

Approved:

E.J. Swanke
Assistant State Highway Engineer

SP*23604-734

F9-16 — FAIX

Date 2-23-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Morrison Bridge Ramps File No.

Received (call) (~~visit~~) from Don Adams

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Wonders why Presidents 7% edict doesn't apply. Explained that is new break point (old one 10%) above which we must justify award. However Cost analysis and Traffic couldn't on this one. Before we knew that for sure we asked Rose to determine City preference. Adams says they wanted to use more E-4. After CA report received PM recommended rejection to Comm. We then asked Rose to have City concur. Adams says drop (consider done) sent him copy bid info to follow up w/City

Signature H Kiser

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (X) Hildebrandt

Circulate: PME LGE OPE FAE CCE OM Other

N C Bp

					** JOB TOTALS **			326.11 **	7,173.05 **	10,844.56
SE MORRISON-SE BELMONT	CONT NO		FA PROJ NOS XI 026010 100							00
	Struct	026	1908	296	00 N 9		$12.17CR	3,110.64CR	3,613.45CR
	Fed.	026	1908	298	00 N 9		$12.17	3,110.64	3,613.45
	Res	026	1908	901	00 P 1		110.60	453.02	665.81
	Final Des	026	1908	905	00 P 1		23.18	262.86	737.11
	Roads	026	1908	910	00 P 1		71.92	299.04	519.52
	Signs	026	1908	911	00 P 1		10.50	10.50	962.34

AL TO DATE JOB COST SUMMARY — JANUARY 1979 — PAGE 510

CRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
Util.	026	1908	914	00	P 1		26.52	122.55
Prel Plan	026	1908	920	00	P 1		209.46	209.46
Spec.	026	1908	921	00	P 1	655.96	1,210.43	1,478.59
—	026	1908	922	00	P 1		17.62	17.62
Land	026	1908	923	00	P 1		36.42	36.42
			TOT		P1	872.16	2,525.87	4,744.42
			** JOB TOTALS **			872.16 **	2,525.87 **	4,744.42

ST HELENS RD @ N BR AVE	CONT NO		* FA PROJ NOS TOF 001003 100					00
	026	1909	296	00 N 9		1,555.96CR	7,085.92CR	7,085.92C
	026	1909	298	00 N 9		1,555.96	7,085.92	7,085.92
	026	1909	901	00 P 1		5.83	78.81	3,072.60
	026	1909	901	00 N 1				4.91
	026	1909	905	00 P 1		3.10	183.34	261.06
	026	1909	906	00 P 1		673.94	1,534.86	1,841.46
	026	1909	907	00 P 1				14.91
	026	1909	911	00 P 1			794.42	1,116.46
	026	1909	920	00 P 1			53.00	53.00
	026	1909	921	00 P 1		410.88	1,900.42	1,900.42
	026	1909	921	00 N 1			76.16	76.16
	026	1909	922	00 P 1			26.68	26.68
	026	1909	923	00 P 1			32.14	295.09
								215.28

SE MORRISON-SE BELMONT CONT NO * FA PROJ NOS TOF 001003 100

		026	1908	296	00	N	9	512.17CR	3,110.64CR	3,613.45CR
		026	1908	298	00	N	9	512.17	3,110.64	3,613.45
		026	1908	901	00	P	1	110.60	453.02	655.81
		026	1908	905	00	P	1	23.18	262.86	737.11
		026	1908	910	00	P	1	71.92	299.04	519.52
		026	1908	911	00	P	1	10.50	10.50	962.34

AL TO DATE JOB COST SUMMARY

CRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	026 1908	914	00 P 1		26.52	122.55
	026 1908	920	00 P 1		209.46	209.46
	026 1908	921	00 P 1	655.96	1,210.43	1,478.59
	026 1908	922	00 P 1		17.62	17.62
	026 1908	923	00 P 1		36.42	36.42
		TOT	P1	872.16	2,525.87	4,744.42
		** JOB TOTALS **		872.16 **	2,525.87 **	4,744.42

ST HELENS RD & N BR AVE CONT NO * FA PROJ NOS TOF 001003 100

		026	1909	296	00	N	9	1,555.96CR	7,085.92CR	7,085.92C
		026	1909	298	00	N	9	1,555.96	7,085.92	7,085.92
		026	1909	901	00	P	1	5.83	78.81	3,072.60
		026	1909	901	00	N	1			4.91
		026	1909	905	00	P	1	3.10	183.94	261.06
		026	1909	906	00	P	1	673.94	1,534.86	1,841.46
		026	1909	907	00	P	1			14.91
		026	1909	911	00	P	1		794.42	1,116.46
		026	1909	920	00	P	1		53.00	53.00
		026	1909	921	00	P	1	410.88	1,900.42	1,900.42
		026	1909	921	00	N	1		76.16	76.16
		026	1909	922	00	P	1		26.68	26.68
		026	1909	923	00	P	1		32.14	248.09
		026	1909	950	00	P	1			245.28

8946

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 13, 1979

FILE: Nehalem Ct. Ramps

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 22, 1979 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 22 on the following projects:

1. Walluski River Bridge
   Nehalem Highway, Clackamas County
   Structure.

   Grading and paving incidental to structure requirement.
   Four foot shoulders provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Rogue Valley Hwy. at Charlotte Ann Rd.
   Rogue Valley Hwy., Jackson County

   Grading and paving.
   Left turn refuge. Three foot shoulders provided.

   Same as No. 1

3. Rogue Valley Hwy at Pine St.
   Rogue Valley Hwy, Jackson County

   Paving and Signals.
   Paving incidental to traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Brogan Hill-Brogan
   John Day Hwy., Malheur County

   Grading and paving.
   Four foot shoulders provided.

   Same as No. 1

5. Lancaster Dr. at Hayesville Dr. N.E.
City Streets, Marion County

Traffic Signals.

Same as No. 3

6. Pine St. N.E. - Academy St. N.E.
Pacific Hwy. East, Marion County

Grading, paving and signals.
Six foot sidewalks with curb custs provided for bicycle and pedestrian traffic.

7. S.E. Morrison Bridge Ramp
Pacific Hwy. East, Multnomah County

Grading, paving, and signals.
Channelization. Project alters traffic patterns.
Existing sidewalks to remain or replaced in kind.
Curb cuts to be installed for bicycle and pedestrian traffic.

8. S.E. 142nd Ave. Bridge
City Street, Multnomah County

Structures.
Deck replacement.

Same as No. 3

9. Power Line - China Hollow Cr. Rd.
County Road, Sherman County

Grading and oiling.
Ten foot lanes with 2-foot oil and 2-foot gravel shoulders.

Same as No. 1

10. Pendleton-McKay Reservoir
John Day Highway, Umatilla County

Paving.
Overlay and widening. The 5 to 6-foot shoulders on this project will be striped and signed as bike lanes.

11. Cornelius Signal Project
City Streets, Washington County

Traffic Signals.

Same as No. 3.

DES:lt
cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
G. Bell
D. Harwell

8946

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201

TELEPHONE
(503) 222-9966

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
MICHAEL D. WILLIAMS

IN REPLY PLEASE REFER TO
FILE NO.
78-049

December 21, 1978

Department of Transportation
Oregon State Highway Commission
Salem, Oregon

Attention: Fred Klayboe, Director

Re: S.E. Grand Avenue/Morrison Bridge Project
Portland, Oregon

Dear Mr. Klayboe:

We previously wrote to you on December 11, 1978 with respect to the proposed Grand Avenue Street Widening Project as the same affected the owner of certain property adjacent to Grand Avenue and their tenant, Bob Brown Oldsmobile, located at 1005 S.E. Grand Avenue, Portland, Oregon.

Based upon the decision made by the City of Portland not to disturb the present traffic pattern in front of our client's premises as evidenced by the letter from Mr. John M. Lang, Chief, Bureau of Street & Structural Engineering, a copy of which is enclosed, further consideration need not be given to the contents of our letter to you of December 11, 1978 at this time.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

Preston C. Hiefield

PRESTON C. HIEFIELD, JR.

NOTED
F. B. KLABOE

RECEIVED
DEC 22 '78

Boardman

PCH/ks
Enclosures
cc: Mr. Jack L. Breitbarth
Mr. Robert J. Breitbarth
Mr. John M. Lang
Ms. Ann Lawson
Mr. Doug Obletz
Mr. David Vargas
Mr. Ronald McReary

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

December 12, 1978

BOB BROWN OLDS-SUBURU
ATTN R M BROWN
1005 SE GRAND AVENUE
PORTLAND OR 97214

Dear Mr. Brown:

After throughly reviewing the traffic conditions on SE Grand Avenue, and since it is our desire to encourage business development and retention in Portland, this bureau has decided to cancel plans for widening Grand Avenue in front of your Oldsmobile dealership. Also, we are recommending that parking be allowed to continue in front of the building housing your business.

Widening of the remaining portion of Grand Avenue (between Yamhill and Morrison) is expected to begin late next summer--probably in August, 1979.

Please do not hesitate to call if we can be of further service.

Very truly yours,

John M. Lang, Chief
Bureau of Street & Structural Engineering

DJV:jt

cc: Commissioner McCready
Don Bergstrom
Preston Hiefield
Doug Obletz
David Vargas
Doug Wright

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
MICHAEL D. WILLIAMS

TELEPHONE
(503) 222-9966

December 11, 1978

IN REPLY PLEASE REFER TO FILE NO.
78-049

Department of Transportation
Oregon State Highway Commission
Salem, Oregon

Attention: Fred Klayboe, Director

Re: S.E. Grand Avenue/Morrison Bridge Project
Portland, Oregon

Dear Mr. Klayboe:

We represent the owners of improved real property in Portland, Oregon, located contiguously to a critical portion of the proposed project captioned above. The owners of the property are Mr. Robert J. Breitbarth and Mr. Jack L. Breitbarth. The portion of their property most vitally affected by implementation of this project is the city block bounded by S.E. Grand and Union Avenues, and S.E. Yamhill and Taylor Streets. This city block and other properties located nearby are presently occupied by Bob Brown Oldsmobile [historically, the subject property, (and many others located on S.E. Grand Avenue), has been used for a new car dealership, and, incident thereto, the sale of used cars, with a full service facility for service and repair of both]. The project captioned above, if undertaken, would so adversely affect the use of this property for almost any purpose that it may very well be considered as an act of condemnation.

Because of the foregoing, and the facts hereinafter set forth, we solicit your intervention in order that "Mt. Hood Freeway Funds" will not be used on a project that is not only unsound from an engineering point of view (and apparently undertaken merely because funds are there), but also will require affected property owners to seek relief in the courts for a taking of their property without appropriate compensation.

what is this all about?
Can you drop me
a memo?
7-

RECEIVED
DOT OPERATIONS
DEC 14 '78
REFER TO
Bothman
FOR
RHD | RMR | RVE | DSR | DMR | ACT | EIS

Enclosed herewith and marked Exhibit "A" is one of the initial engineering (City of Portland) plans for the project area. That portion outlined in red is adjacent to the property occupied by Bob Brown Oldsmobile.

As originally conceived, and as represented to East Side business interests [See Exhibit "B"] only that portion outlined in green on Exhibit "A" was to be included in the proposed project; however, the project was later expanded to the South. As a result, our clients, after fruitless discussions with City representatives, engaged an independent professional engineer to analyze the soundness of the project from an engineering point of view and to investigate the background, planning and resource data ("studies") relied upon in establishing the need for, objectives, methods of attainment and affect on surrounding businesses, especially that of our client. The independent engineering report is enclosed as Exhibit "C".

Several meetings were held [after the completion of our clients engineering report] with various City representatives who, although apparently interested, were either unable or unwilling to consider alternatives as proposed or suggested by the independent engineer, who termed such inaction irresponsible from an engineering point of view. Copies of correspondence relating to these meetings, both prior and subsequent thereto, are enclosed as Exhibits "D" through and including " I").

In this day and age when tax dollars must be expended wisely responsible public officials will, we confidently hope, clearly see their course of action and fulfill their duty and trust by not participating in public expenditures which severly damage those who generate public funds. We understand a thorough study of the Grand Avenue area is to be undertaken commencing in May of 1979 and this study, we believe, should be completed prior to any interim action.

We would be happy to meet with the Commission on this matter further, if advisable.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

PRESTON C. HIEFIELD, JR.

PCH/ks
Enclosures
cc: Mr. Jack L. Breitbarth
Mr. Robert J. Breitbarth
Mr. John M. Lang
Ms. Ann Lawson
Mr. Doug Obletz
Mr. David Vargas
Mr. Ronald McReary

8946

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-23-78

FEDERAL AID PROJECT NO. IX-26(10)

STATE PROJECT NO. See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 80016

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-78	10-23-78	Primary 26	Primary 1E

GENERAL LOCATION: S.E. Morrison-S.E. Belmont (Portland Section)

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ OTHER (Specify) Utility adjustment City of Portland - Bureau of Water Works TEC NTE $807
- ☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-9-78 letter you are authorized to proceed with the adjustments of the City of Portland Bureau of Water Works facilities. Reimbursement on an actual cost basis is approved, however, it should be noted that permit fee in amount of $20.00 is a non-participating item.

I approve the agreement with the City of Portland - Bureau of Water Works.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

Swan 10-26

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-23-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) SHALL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8446

~~ROW 18-4~~

RECEIVED
TECHNICAL SERVICES
OCT 11 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

October 9, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Facilities Adjustment
Bureau of Water Works
City of Portland
S.E. Morrison Bridge Ramp
Pacific Hwy. East (S.E. Grand Ave.)
Multnomah County
Project No. IX-26(10)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the Bureau of Water Works facilities dated September 14, 1978, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City of Portland is responsible for the relocation of utilities on this project. The Bureau was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter to the City authorizing them to proceed with the work.

An appropriate permit for the Burearu's proposed relocation will not be issued, as it is City-owned facilities on City street right of way.

There will be no credit for expired service life under the provisions of Paragraph 9B (1) (b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the project is $827.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/aeb
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

8946

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-30-78

FEDERAL AID PROJECT NO. IX-26(10)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80016

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-76	8-30-78	Primary 26	Primary 1E

GENERAL LOCATION: S.E. Morrison-S.E. Belmont (Portland) Section

GENERAL DESCRIPTION OF WORK: Grading, Paving and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $500.
Temporary Erosion Control $200.
City Furnished Signal Poles $11,800.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8-25-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $135,000. - Federal Funds $115,800.

A signed copy of the Title Sheet is returned herewith.

NOTED F. B. KLABOE

Swan
Wlsen
9-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Fred B. Klaboe ASST DIRECTOR

8946

5-4-78

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX 26(10)
Project Name S.E. Morrison-S.E. Belmont

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 4th day of August, 1978

CC: D.E. Swan
C.T. Keasey
R. Trigstad
Sent 8.22.78

Certified By:

Regional Right-of-Way Supervisor
Date August 14, 1978

City of Portland

Connie McCready

Commissioner

City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8946 5477

Section S.E. Morrison Bridge Ramp Programming Estimate $ Rev 101,000

Highway Pacific Highway East (SE Grand Ave) Project Length 0.15 mile

County Multnomah Completion Time 90 calendardays

Kind of Work Grading, Paving & Signals

Prefix 26-1908 FA Project No. IX-26(10)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount *		$ ~~77,280.00~~ 74,580.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200	
Furnished Signal Material	11,800	$ 14,000.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Bureau of Water	4000.00	
Misc. Permit Fees		
		91,280.00 $ ~~88,580.00~~
Contingencies (4-1/2%)		4,107.60 ~~3,986.10~~
Engineering (10 %)		9,128.00 ~~8,850.00~~
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		104,515.60 $ ~~101,424.10~~

APPROVED

J. H. Lindberg
Road Design Engineer

NOTED
D. O. Christensen

Rev 4 Aug 78
Rec'd 8-4-78

~~Aug 27~~ letting
~~Sept 21~~

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date June 1, 1978

Section SE Morrison Bridge Ramp — County Multnomah

Kind Of Work Grading, Paving & Signals — Length .015 mi. — Name Butler-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	5,700.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,000.00
	Temporary Signs		Sq. Ft.	280	6.00	1,680.00
	Temporary Barricades		Each	12	100.00	1,200.00
	Temporary Plastic Safety Markers		Each	45	80.00	3,600.00
	Flagmen		Hour	40	18.00	720.00
	Temporary Timbers		Lin. Ft.	490	2.00	980.00
	ROADWORK					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,600.00
	General Excavation		Lump Sum	All	Lump Sum	4,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	220	10.00	2,200.00
	Class "B" and Class "C" Asphalt Concrete		Ton	540	25.00	13,500.00
	8-inch Sewer Pipe		Lin. Ft.	10	32.00	320.00
	Standard Concrete Inlets		Each	1	500.00	500.00
	Concrete Walks, Curbs, Driveways and Islands		Cu. Yd.	92	140.00	12,880.00
	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	500.00
	Landscaping		Lump Sum	All	Lump Sum	3,000.00
	Adjusting Manholes		Each	1	200.00	200.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date June 1, 1978

Section S.E. Morrison Bridge Ramp
County Multnomah

Kind Of Work Grading, Paving & Signals
Length 0.15
Name Butler-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
	TRAFFIC SIGNAL					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	19,700.00
	Total					77,280.00

8-1-78

8946

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-26(10)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80016

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-21-78	Primary 26	Primary 1E

GENERAL LOCATION:
SE Morrison - SE Belmont (Portland) Section

GENERAL DESCRIPTION OF WORK:
Withdraw authorization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Withdraw authorization

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The program change approved by PR 1240 with an authorization date of 7-21-78 for the subject project is withdrawn. Program change is for construction phase of work which has not been authorized.

-

Swan
8-3

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7-21-78

8946 U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-26(10)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Adminstrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80016

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-21-78	Primary 26	Primary 1E

GENERAL LOCATION:
S.E. Morrison - S.E. Belmont (Portland) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-20-72 letter I approve the program change to revise the TEC to $135,000 - Federal Funds $115,780.
(Increase TEC $45,000 - FF $38,580)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-21-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

894L

I-Aus.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 20, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Additional IX Funds for PS & E Approval
Item No. 80016
Project No. IX-26(10)
S.E. Morrison-S.E. Belmont (Portland) Sec.
Multnomah County

We request additional Interstate Substitution General Funds financing for the subject project based on the fact that the PS & E estimate exceeds the funds requested in our April 3 letter. Approval of this request will involve additional estimated total cost of $45,000 and allotment of $38,580 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FE	CITY
Present	$135,000.00	$115,780.00	$19,220.00
Original	90,000.00	77,200.00	12,800.00
Difference	$ 45,000.00	$ 38,580.00	$ 6,420.00

JLG:mld

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro
[redacted]

8946

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 20, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project IX-26(10)
SE Morrison St. Bridge Ramps
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

As requested in Mr. Swan's letter of June 14 I concur that it is in the public interest for the City of Portland to furnish the traffic signal material as stated.

D. K. Hunter
for G. L. Green

cc:
ODOT (V. H. Versteeg)
ODOT (L. E. George)
ODOT (J. O. Butler)

NOTED
F. B. KLABOE

6-21
cj
Hunter

RECEIVED
DOT OPERATIONS
JUN 21 '78
REFER TO
FOR
Info | Info Rec | R/D | D/R | Sign | Act | File

8946 6-15-78

Section S.E. Morrison Bridge Ramp Programming Estimate $ FAUS

Highway Pacific Highway East (SE Grand Ave) Project Length 0.15 mile

County Multnomah Completion Time 90 calendardays

Kind of Work Grading, Paving & Signals

Prefix 26-1908 FA Project No. IX-26(10)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 74,580.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200	
Furnish Signal Poles	11,800	$ 14,000.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Bureau of Water	4000.00	
Misc. Permit Fees		
		$ 88,580.00
Contingencies (4-1/2%)		3,986.10
Engineering (10 %)		8,858.00
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 101,424.10

APPROVED

Road Design Engineer

Rec'd. 6-15-78.

OK

July 27 letting

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date June 1, 1978

Section SE Morrison Bridge Ramp County Multnomah

Kind Of Work Grading, Paving & Signals Length 0.15 mi. Name Barber-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (3%)		Lump Sum	All	Lump Sum	5,500.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,000.00
	Temporary Signs		Sq. Ft.	280	6.00	1,680.00
	Temporary Barricades		Each	12	100.00	1,200.00
	Temporary Plastic Safety Markers		Each	45	80.00	3,600.00
	Flagmen		Hour	40	18.00	720.00
	Temporary Timbers		Lin. Ft.	490	2.00	980.00
	ROADWORK					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,600.00
	General Excavation		Lump Sum	All	Lump Sum	4,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	220	10.00	2,200.00
	Class "B" and Class "C" Asphalt Concrete		Ton	440	25.00	11,000.00
	8-inch Sewer Pipe		Lin. Ft.	10	32.00	320.00
	Standard Concrete Inlets		Each	1	500.00	500.00
	Concrete Walks, Curbs, Driveways and Islands		Cu. Yd.	92	140.00	12,880.00
	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	500.00
	Landscaping		Lump Sum	All	Lump Sum	3,000.00
	Adjusting Manholes		Each	1	200.00	200.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date June 1, 1978

Section S.E. Morrison Bridge Ramp County Multnomah

Kind Of Work Grading, Paving & Signals Length 0.15 Name Butler-6292

No	Item	Code	Unit	Quant.	Unit Cost	Total
	TRAFFIC SIGNAL					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	19,700.00
	Total					74,590.00

9946

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1978

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Federal Aid Manager

SUBJECT: SE Morrison St. Br. Ramps
Project No. IX-26 (10)
City Furnished Material

We are requiring a 90 day completion time on this project because of the congestion and especially heavy turning movement for northbound I-5 traffic. There is signal revision work included in the contract which must be completed before the road work can be started. Bids are to be received on July 27, 1978.

Therefore, we are requesting a public interest finding for the City of Portland to furnish the contractor with traffic signal material consisting of three 26-foot strain poles, one 24.5-foot mast arm pole with 30-foot mast arm, four preprogrammed visibility signal heads, anchor bolts and reinforcing cage. The cost of this material is $11,800 F.F. $10,124.

The contractor would not be able to order and receive the material mentioned in the short time necessary to complete the project. We feel the 90 day completion time is as long as the traveling public should be inconvenienced because of traffic congestion that will be caused by this work.

DAR:cw
cc: V.H. Versteeg
L.E. George
J.O. Butler

8946

5-23-7K

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
2A	DETAILS
2B	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
3-3C	PLAN AND PROFILE
4	LANDSCAPING DETAILS
	TRAFFIC SIGNAL REMOVAL & INSTALLATION PLANS

STATE

STATE HIGH

PLANS FOR

GRADING, PA

S.E. MORRISON

PACIFIC HIGHWAY

MULTN

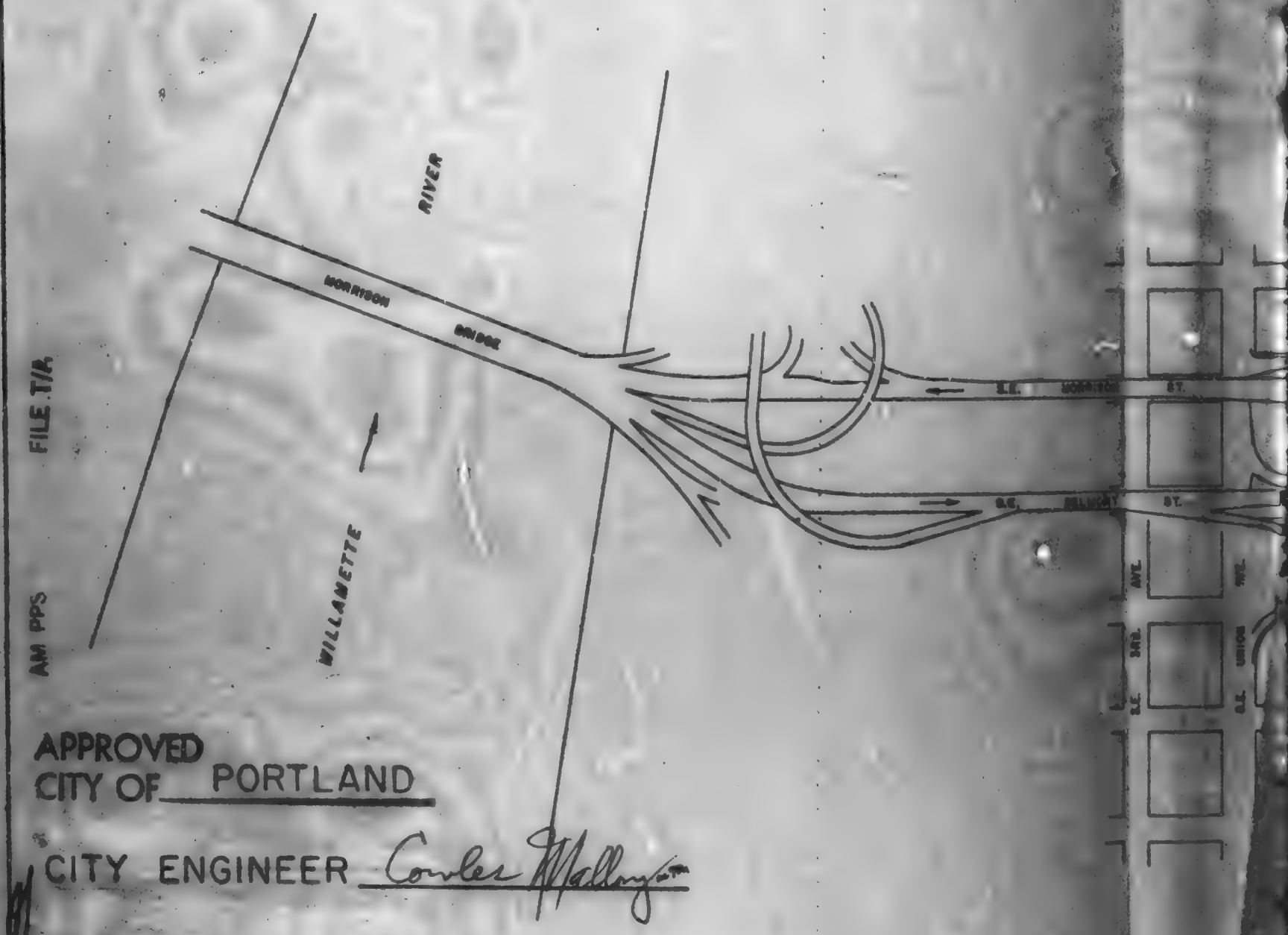
JU

MA PDM PDE TSE SPC

MAY 23 1978

FILE T/A

AM PPS



APPROVED
CITY OF PORTLAND

CITY ENGINEER Conler J. Malloy for TM

Hillebrandt

TE OF OREGON

IGHWAY DIVISION

FOR PROPOSED PROJECT

NG, PAVING, AND SIGNALS

SON BRIDGE RAMP

HWAY EAST (S.E. GRAND AVE.)

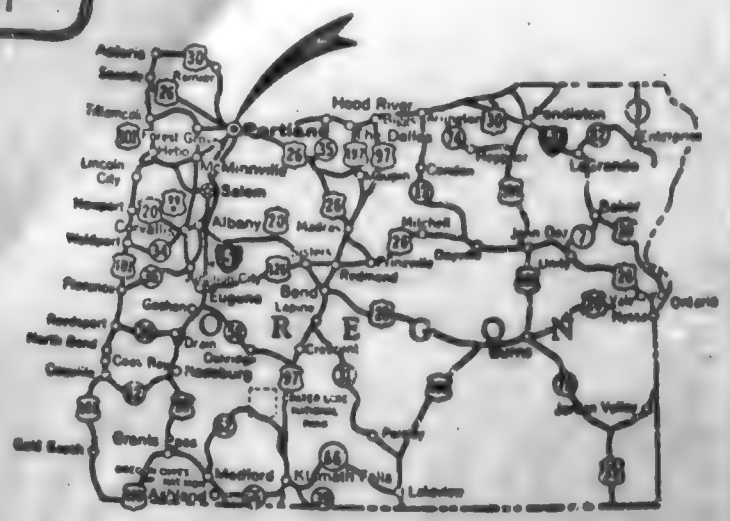
ULTNOMAH COUNTY

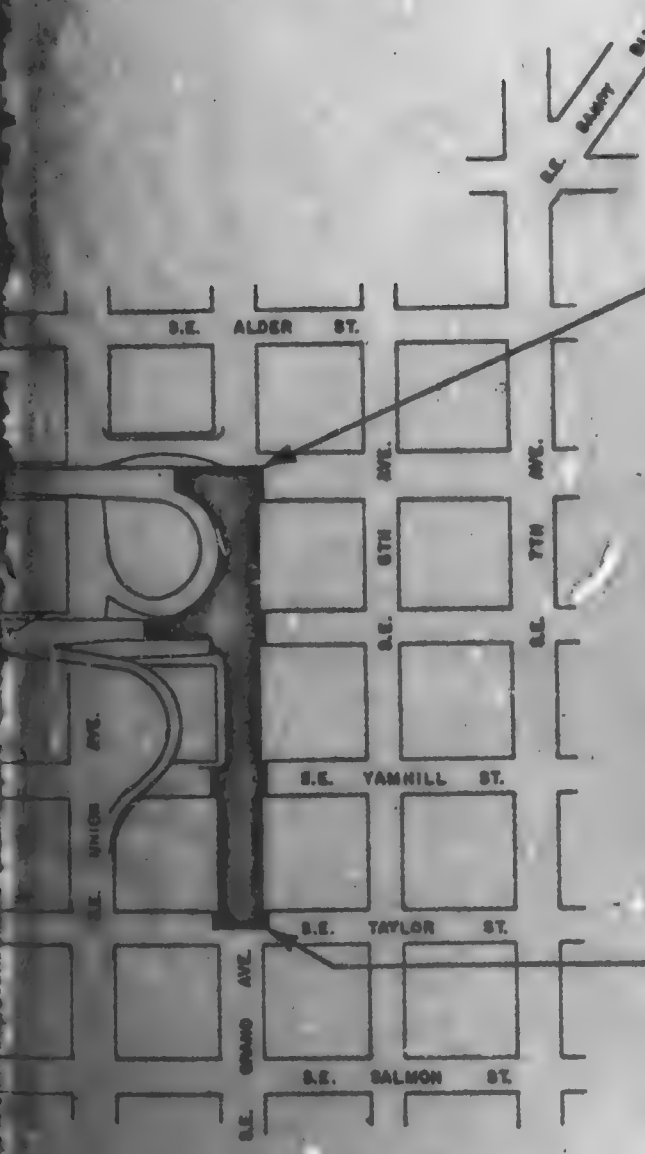
JUNE, 1978

PRELIMINARY COPY
MAY 23 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

S.E. MORRISON BRIDGE RAMP PACIFIC HIGHWAY EAST (S.E. GRAND AVE.) MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-26(10)		See Index

FAI-X





REGISTERED PROFESSIONAL ENGINEER
RALPH W. TARRAS, P.E.

APPROVED: _____ DATE
Conlee Mallory, City Engineer

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

_____ _____
Technical Services Engineer DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

_____ _____
DIVISION ENGINEER DATE

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASST. DIRECTOR FOR OPERATIONS

8946

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 10, 1978

Telephone 238-8226

JOHN LANG, Bureau Chief
Bureau of Street & Structural Engineering
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

Subject: Grand Avenue at Morrison
City of Portland (e)4 Project

The Oregon Department of Transportation does approve the use of the 10-foot travel lanes for this section.

Approval is based on the continued use of the existing 10-foot lanes on Grand Avenue, to maintain alignment and to reduce the severe adverse local effects caused by removing additional parking for wider lanes.

DONALD R. ADAMS
Project Development Manager

CP/ldo

cc: F. B. Klaboe
R. N. Bothman
E. S. Hunter
J. D. McClure
C. T. Pietrok

4-14

Bob,
I hope you have received FHWA approval
J

RECEIVED
DOT OPERATIONS
APR 11 '78
REFER TO
Bothman
FOR
Info | Init | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

8946

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Obligation of Funds
Item No. 80016
Project No. IX-26(10)
S.E. Morrison-S.E. Belmont (Portland) Sec.
Multnomah County

We request transfer of Interstate Substitution General Funds for construction of the subject project as it is the Oregon State Highway Division's present intention to receive bids for this work on June 22, 1978. This action will involve an estimated total cost of $90,000 with Federal funds in the amount of $77,220.

Attached is a copy of the engineer's narrative for the project.

JLG:tmw

Attachment

cc: R. N. Bothman(Metro)
Max J. Klotz(Metro)
J. R. Rose(Metro)
[redacted]

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: D. H. MOEHRING, Head
Project Management Section

DATE: March 30, 1978

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

SUBJECT: SE Morrison-SE Belmont
Pacific Highway East
City of Portland
FA #1X-26(10)
Prefix: 26-1908

The city of Portland has completed the preliminary plans for the subject e(4) funded project and submitted them for our review.

We now need to request programming of e(4) funds for the construction phase. CRAG has approved $86,000 of federal dollars for the entire project. We have federal approval for $8,580 FF for the PE. This leaves $77,420 FF which should now be requested for the construction. This allows for a total construction cost of $90,000 (including local match) which should be in the ball park. The city's estimate for the construction is $85,000.

This project consists of minor widening and island modification to allow two northbound lanes to turn left onto the Morrison Bridge ramp thus releiving a congestion problem on Grand Avenue.

The city is shooting for a June letting date if at all possible so any help you can give in expediting the funding request will be appreciated.

ja
cc: C. Pietrok

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ CPE ☐
MAR 30 1978

File: PM FA
TAA _____ LG OP

ENGINEER'S NARRATIVE
GRAND-MORRISON BRIDGE RAMP
Project No. IX-26(10)
Prefix No. 26-1908

This project consists of widening and remarking SE Grand Avenue from two blocks south of SE Morrison Street to allow two northbound lanes to turn left onto the Morrison Bridge Ramp.

The purpose of the project is to relieve the congestion along this section of Grand Avenue added by the closure of SW Harbor Drive.

Horizontal Alignment

The roadway width between SE Taylor Street and SE Morrison street has been widened by three feet in order to provide an additional eleven foot travel lane adjacent to the west curb. Parking has been eliminated along the west curb between SE Taylor Street and SE Belmont Street.

The free left turn from SE Belmont Street eastbound to Grand Avenue northbound has been eliminated. The north curbline of Belmont Street has been projected forward. A 30 foot curb radius was used to transition the curb to Grand Avenue.

No modification to the island at Grand and Morrison is planned. There is currently an approximate 118 foot radius along the west curb transition from Grand to Morrison. There will be room for two 11 foot lanes between the island and the existing curb.

Vertical Alignment

The curb grades between SE Taylor Street and SE Belmont Street were determined by projecting property line/back of sidewalk elevations toward the street at 2%. Doing so provides for a 6-inch curb exposure with adequate gutter cross section to control storm water flow. The gutter grades along Belmont and the transition back to Grand were controlled by existing pavement elevations. A small amount of pavement construction will be necessary to control the drainage.

Pavement Design

The pavement design was based on recommendations from the State Highway Department Test Lab in Salem.

The pavement design consists of: 10" Base of Class "B" Asphalt Concrete
2" Wearing Course of Class "C" Asphalt Concrete
1½" Future Asphalt Concrete Overlay

Drainage

No major drainage improvements are required. The project will require relocation of existing inlets, addition of one new inlet on Belmont, and addition of one new inlet at SE corner of SE Belmont and Grand to control ponding at that corner.

Illumination

No additional illumination will be provided for by the project. Several poles and luminares will require relocation during construction.

Signalization

A traffic signal and controller will be installed on SE Morrison Street to control the two lanes of traffic that will be turning from Grand onto Morrison. Relocation of one pole at Belmont and Morrison will be necessary when the island is removed.

Landscaping

Landscaping is proposed for the NW corner of SE Belmont Street and SE Grand Avenue. Choice of greenery and configuration to be decided by City and/or County Park Departments. Low maintenance greenery will be stressed. No irrigation facilities will be provided.

Utilities

Preliminary plans are being reviewed by utilities. Utility corrdination will be the responsibility of the City of Portland.

Permanent Signing

Plans for permanent signing will be coordinated with the State Traffic Engineer's staff and will be submitted with the final design.

Please direct any questions or comments to me at 400 SW Sixth Avenue, Portland, 97204 or phone 248-4649.

Steven E. Thomsen
Project Engineer

PRELIMINARY ESTIMATE

Morrison Bridge Ramp
FAU 1X-26(10)

March 16, 1978

Item No.	Items of Work and Materials	Quantity	Unit Measure	Unit Prices	Total $
1.	Mobilization	All	Lump Sum		4798.00
2.	Temporary Protection & Direction of Traffic	All	Lump Sum		2500.00
3.	Temporary Signs	192	Sq. Ft.	10.00	1920.00
4.	Temporary Barricades	10	Each	100.00	1000.00
5.	Flagmen	40	Hours	16.00	640.00
	ROADWAY				
6.	Removal of Structures & Obstructions	All	Lump Sum		1500.00
7.	General Excavation	350	Cu. Yds.	12.00	4200.00
8.	Furnishing 7 Placing Topsoil	160	Cu. Yds.	10.00	1600.00
9.	Watering	3.5	M-Gal	10.00	35.00
10.	Class "B" and Class "C" Asphalt Concrete	353	Tons	20.00	7060.00
11.	8-Inch Sewer Pipe	75	Lin. Ft.	16.50	1238.00
12.	Standard Concrete Inlets	3	Each	325.00	975.00
13.	Concrete Curb	22	Cu. Yds.	100.00	2200.00
14.	Concrete Sidewalk & Surfacing	332	Sq. Yds.	11.00	3652.00
15.	Concrete Driveways	185	Sq. Yds.	16.00	2960.00
	Remove Existing Sign Installations	All	Lump Sum		500.00
	Landscaping and Maintenance for one year	All	Lump Sum		3000.00
	TRAFFIC SIGNALS				
	Traffic Signal Installation Complete	All	Lump Sum		25000.00
				TOTAL	$64,778.00

MAX.

ESTIMATE SUMMARY
MORRISON BRIDGE RAMP
FAU NO. IX-26(10)

CONTRACT ITEMS

Roadway		$34,980.00
Traffic Signals		25,000.00
	Subtotal	$59,980.00
Mobilization		x 1.08
	Total Contract Estimate	$64,778.00

ANTICIPATED ITEMS

Permanent Traffic Signing, Marking, and Striping	$ 1,000.00
Water Relocation	2,500.00
Warning Flasher	500.00
Total Anticipated Items	$ 4,000.00

TOTAL PROJECT COST

Contract Items	$64,778.00
Anticipated Items	4,000.00
Total Project Cost Less Const. Engineering and Contingencies	$68,778.00
20% E&C	16,222
	#85,000

8946

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: F. B. KLABOE
Chief of Operations

DATE: March 24, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Grand Avenue at Morrison
City of Portland e(4) Project

In the subject project, the City proposes to widen two blocks of Grand Avenue to provide a two-lane, left-turn configuration for traffic moving from Grand Avenue to the Morrison Bridge. The proposed lane widths on this project are ten feet.

Grand Avenue is currently striped for 10-foot lanes and 8-foot parking strips, both on the east and west sides of the street. The proposal is to widen the west side for two blocks by cutting the sidewalk back three feet. This additional 3-foot width plus the existing 8-foot parking would be used to create an 11-foot curb lane for the two-block distance. This improvement maintains the continuity of the section on Grand Avenue, leaving the striping in effect both north and south of the project and through the project limits.

The alternative to this kind of improvement would be to remove parking on both sides of the street through this commercial area to restripe for a two-block length of 11-foot travel lanes with tapers at each end to transition from 10-foot to 11-foot and back to 10-foot lanes.

This is a minor improvement, a truly TSM effort to try to squeeze as much capacity out of an existing facility with as minimum disruption as possible. It is not the intent of the City to penalize the merchants in the area by prohibiting parking in the two-block area on the east side of Grand. Actually, to gain the wider lanes, parking would have to be prohibited both north and south of this two-block area to provide for tapering the lanes. This could lead to an additional loss of local business support and the loss of the project.

I have advised the City to advance their project, stipulating that approval from ODOT for the 10-foot lanes on Grand would have to be confirmed.

Your approval for construction of this substandard section is recommended.

DRA/ldo

cc: E. S. Hunter

APPROVED
CHIEF OF OPERATIONS
DATE: 3/30/78

c.c Hunter
Bothman

RECEIVED
DOT OPERATIONS
MAR 28 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

01-125-1267

8946

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: March 16, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Grand Avenue @ Morrison
City e(4) Project

NOTED
E. S. HUNTER

The City has requested our approval of a widening for two blocks on Grand Avenue for traffic accessing the Morrison Bridge. Their intent is to provide a two-lane, left-turn configuration to handle the traffic volume.

Grand is currently striped for ten-foot lanes and eight-foot parking strips both on the east and west side of the street for a considerable distance on either side of the project limits. Their proposal is to widen to the west side for two blocks by cutting the sidewalk back three feet. They would use this additional width and the existing eight-foot parking to create an eleven foot curb lane for the two-block distance. This improvement maintains the continuity of the section on Grand Avenue, leaving the current striping in effect both north and south of the project and through the project limits.

The alternative to this kind of improvement would be to remove parking through this commercial area, to restripe and provide tapers for a two-block length of eleven-foot lanes.

This is a minor improvement, truly a TSM effort to try to squeeze as much capacity out of an existing facility as possible. It is not within the scope of the project to prohibit parking in the two-block area on the east side of Grand. Actually, if parking were prohibited, a greater distance would be required for tapers, etc., and could lead to a loss of the project because of a loss of local business support.

I indicated on March 13 to Chuck Pietrok to advise the City that we support their proposal; that they should advance the project while we attempt to secure approval from our Salem office.

DRA/ldo

cc: R. A. Bothman
[redacted]
J. H. Versteeg
C. T. Pietrok

3-20-78
OK ESH
cc Bothman
Versteeg

RECEIVED
TECHNICAL SERVICES
MAR 17 '78
REFER TO
FOH
Info | Limit | R/D | D/R | Sign | Ag | File

01-138-1387

-8946

March 9, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkevich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 6332

Gentlemen:

Attached for your files are two fully executed copies of an agreement for improvement of the S.E. Morrison Street-S.E. Belmont Street Section of S.E. Grand Avenue (Pacific Highway East), in the City of Portland.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

bkr

bc: Ben Maxwell (agreement attached)

8946

THE CITY OF PORTLAND OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

Int. Transfer
IX 26(10)

February 14, 1978

FEB 10 1978

R. N. Bothman, Metropolitan Engineer
Oregon State Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Jon Rose

Dear Mr. Bothman:

Enclosed are quadruplicate copies of agreement regarding design and construction of the S. E. Grand Avenue ramp to Morrison Bridge including signal modification, signing, striping and curb reconstruction as authorized by Ordinance No. 145054.

Will you kindly have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be greatly appreciated.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

To: Gerry Wimer	Date Feb 14, 78
From: Jon Rose , METRO	
(Program Mgmt.) Traffic Region 1	

Comments: Here are signed copies of the agreement for Grand Ave at Morrison & Belmont. Agreement is approved by the Metro Administrator and is returned for further action

Jon Rose

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 16 1978

TAA [signature] File: PM FA LG OP

8946

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

11-17-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-26(10)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80016

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11-17-77	Primary 26
		STATE ROUTE NUMBER: Primary 1E

GENERAL LOCATION:
"SE Morrison -SE. Belmont (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering including Utility Preparatory Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : TEC NTE $10,000, F.F. -$8,580
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-10-77 letter and advice No. 832-10-8-01 dated 11-17-77

NOTED
F. B. KLABOE
Swan
12-12-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-17-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8946

SUGGESTED LETTER FOR GOVERNOR'S SIGNATURE

October 12, 1977

The Honorable Brock Adams
Secretary of Transportation
400 Seventh Street, SW.
Washington, D. C. 20590

Through: G. L. Green, Oregon Division Administrator
Federal Highway Administration

Dear Secretary Adams:

I request your approval to use Interstate transfer funds for two highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mount Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these two projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Enclosed are copies of a resolution adopted by the Columbia Region Association of Governments covering these requests. The funding will be matched as follows:

Section	Work	Federal Funds	Matching Funds
SE. Morrison-SE Belmont (Grand-Morrison Turning Lane)	P.E. & Const.	$ 85,800	$14,200
SE Glenwood-Crystal Springs Blvd. (39th Ave.-Glenwood to Crystal Springs)	P.E. & Const.	$238,800	$39,200

Copy
Lon 21-10-1

I have directed the Oregon Department of Transportation to process further requests for funding with the Federal Highway Administration.

Sincerely,

Governor

RMS:sn
Enc.
cc Columbia Region Association
of Governments

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 10, 1977

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Copy
INT 9-34
Con 21-2
I-80

Dear Governor:

The Columbia Region Association of Governments has approved a resolution (copy attached) covering the use of Mt. Hood interstate transfer funds for two projects. I recommend your concurrence in this resolution.

Also attached is a suggested letter to Secretary of Transportation Brock Adams for your consideration.

We will forward the necessary programming documents to the Federal Highway Administration.

Sincerely,

Robert A. Burce
Director of Transportation

Attach.

cc Columbia Region Association
of Governments

bc F. B. Klaboe
H. S. Coulter
R. N. Bothman
D. H. Moehring
Alan Lightner

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
OCT 12 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

CRAG RESOLUTION

BD 70709

FOR THE PURPOSE OF ESTABLISHING ADDITIONAL PROJECT PRIORITIES FOR CATEGORY II INTERSTATE TRANSFER MONIES (S.E. PORTLAND AREA)

WHEREAS, through BD 761104, the Board of Directors established two categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600, including $301,000 for the Burnside Bridge; $4,300,000 for S.E. Portland to the eastern boundary of I-205; $395,600 for S.E. 72nd Avenue; and $11,008,000 for Powell Boulevard; and

WHEREAS, through BD 770505, precise S.E. Portland boundaries were established; and

WHEREAS, the City of Portland has now identified several projects which it wishes to funds with the $4,300,000 set aside for S.E. Portland projects; and

WHEREAS, TTAC has reviewed these projects and instructed CRAG staff to determine which projects have regional consequences and forward to the Board only those projects which were determined not to be of regional consequence; and

WHEREAS, the CRAG staff has reviewed the City's requested projects and has determined that only one has regional consequence, McLoughlin-Milwaukie Connection, $446,000 total cost, and should be held for closer review; now therefore be it

RESOLVED, the Board of Directors establishes additional Category II project priorities and respective federal monies for each as follows:

Project	Estimated Cost	Federal Cost
McLoughlin Pedestrian Crossing	$ 227,000	$ 195,220
Grand-Morrison Turning Lane	100,000	86,000
33rd and Broadway Turn Refuge	225,000	193,500
39th Avenue--Glenwood to Crystal Springs	276,000	237,360
39th and Stark Turn Refuge	85,000	73,100

Project	Estimated Cost	Federal Cost
Curb Extension Program	100,000	86,000
Corner Modification Program	24,000	20,640
Signal Replacement--Actuated S.E. Bybee and 23rd S.E. Tolman at Milwaukie, at 17th	97,600	83,940
Signal Modification, Related Lane Treatment Eight Locations--Pedestrian Bus Oriented	132,300	113,780
TOTAL ESTIMATED COST	$1,266,900	$1,089,540

RESOLVED, the Board of Directors hereby finds: The projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and Annual Element, and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his Department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED by the Board of Directors this 4th day of August, 1977.

By _____
Larry Rice, Executive Director

8946

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 11, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
S.E. Morrison-S.E. Belmont
Grand Avenue (99E)
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region Metro: R. N. Bothman
District 2 :W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-11-77

81-129-1387

8946

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Multnomah County

Attached is support data for the following projects:

Item. No.	Project No.	Section
80016	IX-26(10)	S.E. Morrison-S.E. Belmont (Portland)
80017	IX-9699(1)	S.E. Glenwood-Crystal Springs Blvd. (Portland)

We request the following:

1) Financing for the preceding projects utilizing Interstate Substitution General Fund. Approval of this request will involve an estimated total cost and allotment of federal funds on each project as follows:

Project No.	Total Estimated Cost	Federal Funds
IX-26(10)	$100,000	$ 85,800
IX-9699(1)	$276,000	$236,800
	$376,000	$322,600

2) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work for the following projects:

Project No.	Total Estimated Cost	Federal Funds
IX-26(10)	$ 10,000	$ 8,580
IX-9699(1)	$ 37,500	$32,175
	$ 47,500	$40,755

These requests are based on the previously forwarded CRAG Resolution BD 770709 dated August 4, 1977 and Governor Straub's letter dated October 12, 1977 to Mr. Brock Adams, Secretary of Transportation.

DES:dmc
Enclosures
cc: R. N. Bothman, Metro
E. L. Hardt, Region 1
[redacted]

8946

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 20, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project IX-26(-)
PROJECT ASSESSMENT
S.E. Morrison-S.E. Belmont
Grand Ave. (99E)
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The project assessment submitted by Mr. Wimer on September 9, 1977, has been reviewed. I concur in your finding that the proposed project constitutes a non-major action and in the type of environmental documentation required. We also concur in your traffic noise analysis.

William A. Egan
for G. L. Green

cc:

ODOT (Laux, Potter)
OSHD (Metro, Env.)

RECEIVED
STATE HWY ENGR
SEP 27 '77
REFER TO
Mocking
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8946

DATE: September 8, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the September 22 meeting will be a request for approval of an Interstate transfer project.

The City of Portland is requesting a $100,000 preliminary engineering and construction project to provide a double left-turn ramp from Grand Avenue to the Morrison Bridge. The City will provide all the required $14,200 of local match.

This project has been investigated and is eligible for funding under this program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

DES:ljt ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. N. Bothman
L. E. George
J. H. Versteeg
F. E. Turpin
V. E. Skoog
E. L. Hardt
George Bell

8946

FEDERAL AID PROJECT REQUEST

Date July 18, 1977

Applicant Agency City of Portland
Request for: Off-System____, FAS-C____, FAUS____ Project "e-(4)" Project X
Federal Aid Route No.____ Route Name____
Project Name SE Grand @ Morrison on-ramp to Morrison Bridge

Project Length Approximately 600 feet Project Location (Attach sketch map) <

Project Description Construction project to provide a double left turn at the intersection of SE Grand Avenue to the Morrison Bridge.

Average Daily Traffic 25,650 Design Speed 30 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) <

Width 56' Travel Lanes 4 Shoulders None
Medians None Parking East side
Sidewalks East side 12' wide
Remarks 80' R/W

2. Desired Roadway Cross Section: (Attach sketch) <

Width 59' Travel Lanes 4 Shoulders None
Medians None Parking E/S only
Curbed Yes Length Curb Radii
Sidewalk/Bikeway West side reduced to 9'
Remarks 80' R/W

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Signals exist at SE Grand and Morrison and at Belmont

2. Proposed Signalization:

Location Additional signal indication for proposed dual left turn on to SE Morrison Bridge ramp.
Type
Phases 2 phases
Type of Suspension span wire
Interconnected Yes
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Street lighting exists

2. Proposed Illumination:

Location No change
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure: N/A

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: N/A

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes _____ No _____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Glen Pierce	248-4643
	Bureau of Street and Structural Engineering	
2. Environmental	" " Office	" "
3. Public Hearing	" " Office	" "
	Office	

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State XX Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes X No_____

If "yes," describe briefly: Project advisory committee during preliminary engineering; traffic signal design.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 90,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other City P.E.	3,100
Preliminary engineering (State)	6,900
PROJECT TOTAL	$ 100,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

By_____ Mayor

By_____ Commissioner of Public Works

By_____

By_____

By_____

(1976)

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section S.E. Grand Ave. - Morrison Ramp Date August 29, 1977

Highway Pacific Highway East County Multnomah

Existing Facility

Access control? No private access parking restrictions? Yes
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 1 paved shoulders? N/A
pavement width variable 12'-16'

Structures: MP description None

Signals: location Existing signals at Morrison and Grand will be adjusted

Descriptions of adjacent sections

North end: 4 lanes with parking
South end: 4 lanes with parking

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

CRAG RESOLUTION

BD 770709

FOR THE PURPOSE OF ESTABLISHING ADDITIONAL PROJECT PRIORITIES FOR CATEGORY II INTERSTATE TRANSFER MONIES (S.E. PORTLAND AREA)

WHEREAS, through BD 761104, the Board of Directors established two categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600, including $301,000 for the Burnside Bridge; $4,300,000 for S.E. Portland to the eastern boundary of I-205; $395,600 for S.E. 72nd Avenue; and $11,008,000 for Powell Boulevard; and

WHEREAS, through BD 770505, precise S.E. Portland boundaries were established; and

WHEREAS, the City of Portland has now identified several projects which it wishes to funds with the $4,300,000 set aside for S.E. Portland projects; and

WHEREAS, TTAC has reviewed these projects and instructed CRAG staff to determine which projects have regional consequences and forward to the Board only those projects which were determined not to be of regional consequence; and

WHEREAS, the CRAG staff has reviewed the City's requested projects and has determined that only one has regional consequence, McLoughlin-Milwaukie Connection, $446,000 total cost, and should be held for closer review; now therefore be it

RESOLVED, the Board of Directors establishes additional Category II project priorities and respective federal monies for each as follows:

Project	Estimated Cost	Federal Cost
McLoughlin Pedestrian Crossing	$ 227,000	$ 195,220
Grand-Morrison Turning Lane	100,000	86,000
33rd and Broadway Turn Refuge	225,000	193,500
39th Avenue--Glenwood to Crystal Springs	276,000	237,360
39th and Stark Turn Refuge	85,000	73,100

Project	Estimated Cost	Federal Cost
Curb Extension Program	100,000	86,000
Corner Modification Program	24,000	20,640
Signal Replacement--Actuated S.E. Bybee and 23rd S.E. Tolman at Milwaukie, at 17th	97,600	83,940
Signal Modification, Related Lane Treatment Eight Locations--Pedestrian Bus Oriented	132,300	113,780
TOTAL ESTIMATED COST	$1,266,900	$1,089,540

RESOLVED, the Board of Directors hereby finds: The projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and Annual Element, and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his Department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED by the Board of Directors this 4th day of August, 1977.

By _____
Larry Rice, Executive Director

1979 Deschutes River 8947
(Sherars) Bridge Sec.
(Grade, pave, & Structure)

#8947

4-10-81

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Info
Inven
R/D
Sign
Act
File

REFERRED TO

APR '81

RECEIVED
STATE HWY ENGR

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Wasco	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-10-81	David B. Carter, Area Engineer		BRS-148(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-30-80	10-3-80	See below *	See below
APPROVED EXTENSIONS	**LOCATION**		
See below	Deschutes River crossing of the Sherars Bridge Highway approximately 10 miles east of the community of Tygh Valley, Wasco County, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DESCHUTES RIVER (SHERARS) BRIDGE SECTION
SHERARS BRIDGE HIGHWAY
WASCO COUNTY
Grading, Paving & Structure

The project was awarded to Douglas S. Coats Construction Company of Bend, Oregon 97701, on May 31, 1979 in the amount of $213,229.00. Work began on the project on June 13, 1979.

The contract provided 180 calendar days to complete the project with contract time beginning on June 13, 1979. The contractor used 225 calendar days to complete the work. The contractor requested a time extension and, after an appropriate review, the State granted two time extensions totaling 45 calendar days. The first time extension, for 6 calendar days, was granted due to a design change in the abutment wing wall. The other time extension, for 39 calendar days, involved certain bridge rail work which was required to satisfactorily complete the project.

The final cost of the original contract items was $209,293.78. This is an 1.8 percent underrun of the contract bid amount of $213,229.00. The final cost of the project including all changes and engineering was $250,432.44.

All participating work has been completed. All signing and striping is complete.

The State is to be commended in the success they have achieved constructing a structure which is economically efficient yet is visually appealing and fits well with the surrounding environment.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4-16-81	TITLE Field Operations Engineer	DATE 4-86-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used

5527 #8947

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1981

FILED
JAN 13 1981
NORMA PAULUS
SECRETARY OF STATE
IN REPLY REFER TO
FILE NO.:
CON 5
8947

Huston Welding
522 N. Molalla Avenue
Molalla, OR 97038

RECEIVED
JAN 13 19[illegible]
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter dated December 31, 1980, concerning a claim for bridge rail in the amount of $3,619.50 against Douglas S. Coats on Contract No. 8947.

The claim states this is in reference to the Douglas S. Coats Construction Company Contract No. 8947 for work on the Deschutes River (Sherars) Bridge in Wasco County.

The Hartford Accident and Indemnity Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gorrsen
COMMISSION SERVICES

FKM:bak

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Hartford Accident and Indemnity Company
1820 Eastlake Avenue East
Seattle, WA 98102

RECEIVED
JAN 14 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON C[illegible]
1-21-81 dmc

December 31, 1980

Robert W. Gormsen
Commissions Services
Department of Transportation
Transportation Building
Salem, Oregon 97301

Re: Douglas S. Coats Constr.
Sherars Bridge
Contract No. 8947

Dear Mr. Gormsen:

Notice is hereby given that the undersigned, for Huston Welding has a claim for bridge rail provided by Huston Welding in the sum of $3,619.50 agianst the bond taken from Douglas S. Coats as principal and Hartford Accident and Indemnity Co. as surety for work performed by Douglas S. Coats at Sherars Bridge pursuant to its contract with the State.

Very truly yours,

Duane M. Huston

HUSTON WELDING

cc: Joseph A Yazbeck, Jr.
Douglas Coats Constr. Co.
Hartford Accident and Indemnity Co.

8947

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 12-33		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wasco
MODIFICATION NUMBER 1	11/26/80	Project Number BRS-148(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 242,525.00	$ 253,254.00
Federal funds	$ 194,019.00	$ 202,603.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of November , 1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

for Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 20, 1980

Federal Aid Project
No. BRS-148(1)

Deschutes River (Shears) Bridge
Shears Bridge Highway
Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 13+55 to Sta. 17+27)
(Sta. 17+97 to Sta. 22+77.6)

Subtotal of previous estimate of June 8, 1978			$ 91,834.00

Previous Estimate

Flagman	180 Hrs.	20.00	3,600.00
1"-0 Aggregate Base	870 Cu. Yd.	15.00	13,050.00
			$ 16,650.00

Revised Estimate

Flagman	293 Hrs.	20.00	$ 5,860.00
1"-0 Aggregate Base	1,279 Cu. Yd.	15.00	19,185.00
Sandblast Weathering Steel Guard Rail (E.W.O. #1)		All Required	$ 2,333.00
			$ 27,378.00
		Increase	$ 10,728.00
		SUBTOTAL	$102,562.00
		Engineering	12,398.00
		TOTAL	$114,960.00

Type Code X080
Structure, Bridge #0939 (Sta. 17+27 to Sta. 17+97)

Total the same as previous estimate of June 8, 1979	$138,294.08

Length of Roadway ---------- 0.162 mi.
Length of Structure ---------- 0.013 mi.
Cost of Roadway Per Mile ------$709,629.63

SUMMARY OF FUNDS

Description	Total Cost	Fed Funds	State Funds
Roadway	$114,960.00	$ 91,968.00	$22,992.00
Structure	138,294.00	110,635.00	27,659.00
TOTAL	$253,254.00	$202,603.00	$50,651.00

Group 1-100%
Contract No. 8947
Prefix - 133-1023
Prefix - 133-1428

8947

STATE COPY OMB No. 04-R2039

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-208	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-19-79	State Oregon County Wasco Project No. BRS-143(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicabl. terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 216, 7.6 mi. E. of Tygh Valley

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-79	0.175
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS FED Pro Rata 80.0%
$ 242,525.00	$ 194,019.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.J. Johnston

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator JUN 19 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 8, 1979

Federal-Aid Project
No. BRS-148(1)

Deschutes River (Shears) Bridge
Shears Bridge Highway
Wasco County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 13+55 to Sta. 17+27)
(Sta. 17+97 to Sta. 22+77.6)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	123 Sq.Ft.	$ 8.00	984.00
Temporary Barricades	4 Each	50.00	200.00
Temporary Continuous Rail Traffic, Reflectorized	263 Lin.Ft.	10.00	2,630.00
Temporary Guard Rail, Reflectorized	125 Lin.Ft.	10.00	1,250.00
Flagmen "E"	180 Hour	20.00	3,600.00
Embankment in Place	1,870 Cu.Yd.	7.00	13,090.00
Watering	25 M-Gal.	15.00	375.00
1"-0 Aggregate Base	870 Cu.Yd.	15.00	13,050.00
Class "E" Asphalt Concrete	620 Ton	35.00	21,700.00
Asphalt Membrane	240 Sq.Yd.	10.00	2,400.00
Guard Rail, Type 2A	163 Lin.Ft.	15.00	2,445.00
Guard Rail, Type 3	100 Lin.Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Guard Rail End Pieces, Type C	4 Each	100.00	400.00
Delineators	28 Each	20.00	560.00
			$ 91,384.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 450.00
	Subtotal		$ 91,834.00
	Engineering		12,397.00
	Total		$104,231.00

Type Code X080
Structure, Bridge #0939 (Sta. 17+27 to Sta. 17+97)

Bridge Removal Work	All Required		$ 12,000.00
Structure Excavation	40 Cu.Yd.	30.00	1,200.00
Structural Concrete, Class 3300 (80 Cu.Yd.)	All Required		19,000.00
4'x60'/65' Prestressed Slabs	3 Each	5,700.00	17,100.00
4'x65'/70' Prestressed Slabs	5 Each	6,000.00	30,000.00

Oregon State Highway Division
Salem, Oregon, June 8, 1979

Federal-Aid Project
No. BRS-148(1)

4'x70'/75' Prestressed Slabs	1 Each	6,000.00	6,000.00
Reinforcement (8,200 lbs.)	All Required		4,000.00
Mortar Rubble Masonry	122 Sq.Yd.	135.00	16,470.00
Two Tube Steel Railing	173 Lin.Ft.	60.00	10,380.00
Pedestrian Handrail	88 Lin.Ft.	40.00	3,520.00
Lumber and Timber, Treated	435 Bd.Ft.	5.00	2,175.00
	Subtotal		$121,845.00
	Engineering		16,449.00
	Total		$138,294.00

Length of Roadway 0.162 Mile
Length of Structure 0.013 Mile
Cost of Roadway Per Mile $643,401.23

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$104,231.00	$ 83,384.00	$ 20,847.00
Structure	138,294.00	110,635.00	27,659.00
Total	$242,525.00	$194,019.00	$ 48,506.00

Group 1 100%

Contract No. 8947

Prefix No. 133-1023

Prefix No. 133-1428

8947

October 22, 1980

Hartford Accident & Indemnity Co.
Surety Department
1630 Eastlake Avenue East
Seattle, WA 98102

COM 5
#8947

Gentlemen:

A post-final payment for $3,900 will be made to Douglas S. Coats Construction on Contract No. 8947 for work on the Rochester River (Shoarre) Bridge in Wason County as soon as the warrant is prepared.

The total amount paid on this contract will be $219,298.12 including the post-final payment. Of the total $8,716.51 is for force account.

Sincerely,

Robert W. Corrsen
CONSTRUCTION SERVICES

kkr

cc: Douglas S. Coats Construction
P. O. Box 313
Bend, OR 97701

bc: C. T. Keesey
Walt Hart
Dale Allen

8947

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1980

In Reply Refer to
File No CON 5 #8947

Douglas S. Coats Construction
P.O. Box 311
Bend, OR 97701

Re: Time Extension Request
Deschutes River (Sherars) Bridge
FAP No. BRS-148(1)
Contract No. 8947

Gentlemen:

As requested in your letter of September 9, we have again reviewed your request for additional contract time on the above project.

A second look at the facts associated with the repair of the bridge rail paint on this particular project indicates that the time required to repaint the rail could be considered minor corrective work. Given the dispute as to timely inspection and the fact that temporary rail was in place, it is our decision to make such consideration and grant an additional contract time extension of 39 calendar days which will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Dale Allen
Norm Krehbiel
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
OCT 14 '80
REFER TO
FOR
Instr. Letter R/D D/R Sign Act. File

Form 701-8122

#8947

October 10, 1980

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, WA 98102

CON 5
#8947

Gentlemen:

Contract No. 8947 awarded to Douglas S. Coats Construction for work on the Deschutes River (Sherars) Bridge in Wasco County was completed on August 28, 1980, and accepted by the State Highway Division on October 3, 1980.

Final payment in the amount of $10,915.08 will be released to the contractor after October 13, 1980. The total contract amount is $215,298.12 including $2,716.52 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

klkr

cc: Douglas S. Coats Construction
P. O. Box 111
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: October 8, 1980

FROM: For C. T. Keasey
O. B. Jackmond
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of October 3, 1980.

Contract	8947	On Site Work Substantially Completed	June 30, 1980
All Work Completed	August 28, 1980		
Project	Deschutes River (Sherars) Bridge		
Highway	Sherars Bridge		
County	Wasco		
Type of Work	Grading, Paving & Structure		
Contractor	Douglas S. Coats Construction		

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

* on Oct report

Letter sent to surety
10-10-80.
Karen

RECEIVED
OCT 9 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8947

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

C. B. Fahrmond

For C. T. Keasey
Asst. State Highway Engineer

8947 9-9-80 290

NARRATIVE REPORT
DESCHUTES RIVER (SHERARS) BRIDGE
SHERARS BRIDGE HIGHWAY
WASCO COUNTY

This contract was awarded May 31, 1979 to Douglas S. Coats Construction of Bend, Oregon for the amount of $213,299.00 and with a specified completion time of 180 calendar days. A pre-construction conference was held July 13, 1979 and the contractor started work on July 17, 1979.

Grading and Paving

No major problems were encountered in this portion of the work. A short (100'±) section of the right cutbank near Station 20 + 00 required shooting. The existing surfacing and shoulders were removed from Sta. 14 + 75 to 16 + 25 and from Sta. 20 + 50 to 21 + 80 in order to facilitate making the grade transition. This contributed to a 400 cu. yd. overrun of Item 10, Aggregate Base

Price Agreement No. 1 was written to replace the specified guard rail with weathering steel guard rail; this was done so the guard rail would blend with the brown painted bridge rail and the stone masonry on the abutments.

Structure

The abutment walls and the adjoining lower part of the wingwalls were keyed into solid basalt, with the outer ends of the wingwalls founded on rock fill. A minor design change was made by Bridge Design, which extended the footing a constant 6" beyond the exposed face of wall. This allowed the approximately 6" thick rock masonry to blend into the native basalt foundation.

The painted bridge rail created several problems. Specifications called for the prime coat and two base coats to be applied in the shop and the two finish coats in the field. The posts were shipped with three coats as specified. The rail members with all five coats applied arrived on the job November 27, 1979 and were rejected because of wrinkles and blemishes obviously caused by storing the members on blocking before the paint had dried. The contractor elected to repair the damaged areas in the field. The repair work was started May 2, 1980, at which time it was found the under coats of paint had not dried and could be peeled to the steel with a putty knife. The specified minimum thickness was 0.0075" and peeled sections measured 0.019" to 0.021" and the base of the peeled sections was very tacky. The contractor installed temporary guard rail on the posts and returned the rail members to the supplier for removal and re-painting the the prime and base coats. This resulted in a considerable time overrun.

The slant of the tubular steel rail requires compound bending of the curved end sections to obtain good longitudinal alignment. The supplier had trouble in making the end rail sections, which, coupled with the sharp curvature off both ends of the structure, resulted in a less than desirable alignment.

Fifty lin. ft. of additional weathering steel guard rail has been ordered in order to extend the guard rail on the inside of the curve beyond the east end of the bridge. This is a 48° curve and it was felt that additional flare away from the edge of pavement was needed for safety. State forces will install the guard rail extension.

The contractor used 225 calendar days to complete the project, for an overrun of 45 calendar days. He has submitted a request for extension of time.

Traffic Control Summary

Traffic control was handled through the use of temporary rail and cones. Flagmen were used in the placement of aggregate base and asphalt concrete. Because of low traffic volume, the stage construction was not required except at the bridge and immediate vicinity.

N.D. Krehbiel
Resident Engineer

Project: Deschutes River (Sherars) Bridge — Contract: 8947

Highway: Sherars Bridge — Prefix: 133-1023

County: Wasco — F.A. No.: BRS-148(1)

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+or-)
Bid Items	$	213,229.00	208,992.73	- 2
Anticipated Items	$	450.00	0.00	- 100
Contingencies	$	9,615.56	9,871.11*	+ 3
Engineering	$	19,231.11	25,127.91	+31
Liquidated Damages	$		- 4,500.00	
TOTAL		$242,525.67	$239,491.75	-1

* Includes $350.00 estimated for EWO #2.

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Bid Item No. 10 1" - 0 Aggregate Base 870 cu.yd. 1272.50 cu.yd. +46%

Aggregate base overran planned quantities mainly because more pavement was removed than called for (Sta. 14 + 75 - 16 + 25) and some aggregate base was used for grade transition from Sta. 20 + 50 - 21 + 80.

Engineering $19,231,11 $25,127.91 +31%

There was an overrun in engineering because of the extended time the contract ran and the commuting distance from the office.

REFERRED TO
Boardman Stoudenmayer
Cole Mann
Eriksen Dorn Watson
Hager Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
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ROAD DESIGN SECTION

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8947

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deschutes River (Sherars) Bridge		WEEK ENDING: August 2, 1980
		SECTION PREFIX: 133-1023
HIGHWAY: Sherars Bridge		COUNTY: Wasco
NAME OF JOB: Deschutes River (Sherars) Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 8947	FEDERAL AID PROJECT NUMBER: BRS-148(1)
DATE OF CONTRACT: May 13, 1979	DATE WORK STARTED: June 13, 1979	ESTIMATED COMPLETION DATE: July 3, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 225
PROJECT AUTHORIZATION: $242,525.67	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $223,294.56	ENGINEERING AUTHORIZATION $19,231.11	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $223,294.56	ENGINEERING COST TO DATE $25,250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 131 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 5 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Imlach, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	2 men replaced defective grout under rail posts.
WEDNESDAY	No work
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

Status: All contract work complete except minor cleanup work.

Next week: Possibly complete cleanup work.

Const. (3)
Region (1)
Files (1)

SIGNED N.D. Krahbiel by J.R. Wallace LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8947

DATE: July 24, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

Federal-aid Project
No. BRS-148(1)

SUBJECT: Notification Contract Work Started

Contract 8947, Work Started July 17, 1979

Project Deschutes River (Sherars) Bridge

Highway Sherars Bridge

County Wasco

RDC:mk

cc: R. D. Church

8147

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deschutes River (Sherars) Bridge		WEEK ENDING: July 21, 1979
		SECTION PREFIX: 133-1023
HIGHWAY: Sherars Bridge		COUNTY: Wasco
NAME OF JOB: Deschutes River (Sherars) Bridge	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 8947	FEDERAL AID PROJECT NUMBER: BRS-148(1)
DATE OF CONTRACT: May 31, 1979	DATE WORK STARTED: June 13, 1979	ESTIMATED COMPLETION DATE: 12-9-1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 39
PROJECT AUTHORIZATION: $242,525.67	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $223,294.56	ENGINEERING AUTHORIZATION: $19,231.11	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $223,294.56	ENGINEERING COST TO DATE: $400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 2 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY	Hot., Sunny			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 26 1979
CONSTRUCTION BRANCH

Keeney, Jackmond, Hopkins, Williams, Johnson, Glass, Richards, Berg, Inlow, Widmer, Osbourn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Put up part of construction signs (yield, advance warning).
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Put up part of construction signs.

Next Week: Complete putting up signs, temporary guard rail, removal of masonry wall on Bent #2 wall.

RECEIVED
JUL 26 1979

Const. (3)
Region
File

SIGNED N.D. Krehbiel by J.R. Wallace LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8947 **LETTER OF APPROVAL AND/OR AUTHORIZATION** 5-2-79

FEDERAL AID PROJECT NO.
BR [illegible]148(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90162

COUNTY NAME
Wasco

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
5/16/79
Orig to
Moehring

DATE P&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-2-79	5-2-79	Secondary 146
		STATE ROUTE NUMBER: Secondary 290

GENERAL LOCATION:
Deschutes River (Sherars) Bridge Section

GENERAL DESCRIPTION OF WORK:
One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $450

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4-30-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $256,151, Federal Funds $204,920.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-866

8947

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1979

FILE: 290

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening May 24, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. BRS-148(1) Highway No. 290

Federal-aid Project Name Deschutes River (Sherars) Bridge

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[XX] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[XX] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO Beard, Cole, Erikson, Hager, Groudine, Sample, Watson, Dorn, Lau, Discuss, Do, File Copy, Due, Return BY FINAL DESIGN ENGINEER

RJH:jk

Rod Henry

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

RECEIVED
APR 25 1979
ROAD DESIGN SECTION

Versteeg, Anderson, Christenson, Olson, Sullivan, Terpin, Trout, Wakerlig

Do Not File ☐
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Bring Up ___/___/___
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8947

290

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILE

DATE: April 17, 1979

FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Deschutes River (Sherars Bridge) Sec.
[redacted]
Wasco County

The Bridge Section requested that the subject project be constructed entirely with a crown section. This design will reduce the speed on the outside curves by about 3 mph. Glen Hossner, FHWA, was contacted by phone and approved of the crown section.

DNS:cj
cc: Walt Hart
Don Haynes
Glen Hossner, FHWA

2947

Bil 4-5-79

#243
no permit required

4-16-79
~~March 28, 1979~~

Department of Fish & Wildlife
506 S.W. Mill Street
Portland, Oregon 97201

Attention: Jim Lauman
Environmental Management Section

Dear Jim:

Re: Deschutes River (Sherars) Bridge
Sherars Bridge Highway
Wasco County

We plan to take bids on the above project in the near future. Since the quantities involved in the stream are less than 50 cubic yards, the Division of State Lands has said that a Removal/Fill Permit will not be required.

Attached for your review is a copy of the plans. If you have any requirements controlling our work, we would be pleased to hear from you very soon.

If there are any questions, please advise.

Very truly yours,

J. N. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

4-16-79
Fish & Wildlife has no objections or controls. (From Brent Forsberg)
Don Trout

DLT:ab
Attachment

290

Victor Atiyeh
Governor

Oregon State Highway Division

January 24, 1979

Division of State Lands
1445 State Street
Salem, OR 97310

Attention: Marge Akers

Dear Marge:

Re: OSHD Permit No. 243
Deschutes River (Sherars) Bridge
[redacted]

Here is an application with plans for the work on the above project. It may be questionable whether or not a removal/fill permit is required because the only earthwork is on the top of the stream bank. If a permit is required, please process the application. If not, please advise.

Very truly yours,

J. H. Versteeg
Engineering
By:

Donald L. Trout
Final Project Development Coordinator

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING
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DLT:jh

* No permit required as per Earle Johnson - Jan. 26, 1979!
M. Akers

RECEIVED
JAN 25 1979
DIVISION OF STATE LANDS

Form 81-734-8122

Send to:
Division of State Lands
1445 State Street
Salem, Oregon 97310

OSHD PERMIT No. 243
Deschutes River (Sherars) Br.
Sherars Bridge Highway
Wasco County
January 24, 1979

FOR DIVISION USE
Please return by _____
Date Received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name _____
   Address _____ Phone _____
   City _____ State _____ Zip Code _____
2. Project Supervisor's Name _____ Phone _____
3. Property Owner's Name Oregon State Highway Division - O.D.O.T.
   Address State Transportation Building Phone _____
   City Salem State Oregon Zip Code 97310
4. Waterway affected by project Deschutes River Tributary of Columbia River
   County Wasco River Mile _____ Section 34 Township 3S Range 14E
   Local name for project location Sherars Bridge
5. Purpose(s) of project Highway improvement project.
6. Describe your proposed operation (Attach additional sheet if necessary):
   See Remarks #14
7. When will project start? Spring 1979 Be completed? Fall 1979
8. Project will be: Removal X Fill X Combination _____ Riprap _____
9. Fill will consist of: rock _____ gravel _____ sand _____ silt _____ other Dirt
   Removal will consist of: rock X gravel _____ sand _____ silt _____ other _____
10. Amount of Fill (cu.yds.) annually _____ total project less than 50 Cu. Yds.
    Amount of Removal (cu. yds.) annually _____ total project Approx. 50 Cu.Yds.
11. Where will you place surplus materials? In highway roadbed.
12. What steps do you plan to take to restore the area to its natural condition?
    All new or disturbed dirt slopes will be seeded and mulched.

Signed _____ Title _____ Date _____

CONTINUED ON BACK OF SHEET

141-31-04-77

13. List names and addresses of adjoining property owners.

14. Remarks: The stream involvement is only for the construction for the end supports at each end of the bridge. The proposed bridge is a single span concrete type structure. Excavation will only be required up near the top of each stream bank where the abutments will be constructed. A rock wing wall will extend from the abutments to contain the road approach fills.

8947

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Deschutes River (Sherars) Bridge
Sherars Bridge Highway
Wasco County

SUBJECT: F.A. Project BRS-148(-)

DATE: February 6, 1979

In reply refer to: HFO.7-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the stated reasoning for retaining the substandard alignment of the subject bridge and approaches, and approve of your determination.

We also agree that pedestrian protection is warranted, however, the design proposed will be reviewed further at the preliminary plan stage.

G. K. Hansen
for G. L. Green

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TECHNICAL SERVICES
FEB 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
FEB 8'79
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
4

by Allen

NOTED
E. S. HUNTER
cc Hunter
Hart
2-9-79

Oregon State Highway Division

January 18, 1979

RECEIVED
TECHNICAL SERVICES
JAN 19 '79
REFER TO
FOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Attention: Glenn Hossner

Gentlemen:

Re: Deschutes River (Sherars) Bridge
Sherars Bridge Highway
Wasco County

The subject special bridge replacement project consists of a bridge replacement at the existing location and improvement of the approaches basically on the existing alignment. This location is a historic site, being a river crossing for the old wagon raod and a traditional Indian fishing area and has an ADT of 170.

During the A-95 Review the Oregon Department of Fish and Wildlife stated that they were not opposed to replacing the bridge providing it was done at the present site. They are opposed to other alternatives that would require major changes of alignment.

A walk will be provided on the downstream side separated from the roadway by a guardrail to protect the many fishermen who use the bridge. The present substandard alignment of the bridge and approaches has been retained both to minimize costs and to discourage increased speed through this recreation area. Any appreciable revision to the alignment would be very costly and would considerably lengthen the structure.

Your approval of both the substandard alignment and the pedestrian protection is requested based on the low ADT, the historical significance, the importance of preserving the present fishery and a significant cost increase to make any appreciable changes.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab

8947

Form FHWA 121 (Rev. 5-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 11, 1979

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project BRS-148(-)
Sherars Bridge
Wasco County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

We have reviewed Drawings 33889, 34035, and 34036 for the above bridge and we agree some special treatment is desirable for the new structure with the following comments offered for your consideration.

1. The development of the Indian symbols to be placed on the structure should be coordinated with the Confederated Tribes of the Warm Springs.

2. A raised sidewalk for pedestrians in lieu of the proposed traffic barrier may be adequate at this site due to the slow moving traffic.

3. The bridge railing and any guardrail used on the project should be such that it blends with the surrounding area. This could be done using rusting steel or possibly other treatments.

4. The exterior slabs could be colored to help the exposed concrete portion of the structure blend with the abutments and the surrounding rock colors.

for G. L. Green

cc:
W. J. Hart (ODOT)

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REFER TO
Hart
FOR
Info | Issue | R/D | D/R | Stds | Just | File
| | | | | | ✓ |

1-15-79
Hart
Above comments are appropriate.
Ed.

8947

STATE OF OREGON

INTEROFFICE MEMO

296

TO: Mr. Dale Allen
Region 4 Engineer

DATE: January 2, 1979

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:

Sherars Bridge
~~Sherars Bridge Highway~~
Wasco County
Bridge 939A

Enclosed are two reduced prints of Drawings 33889, 34035 and 34036 which are the vicinity map and two alternate plan and elevation drawings for this bridge.

We have provided for a 28-foot roadway on the structure, which is the minimum for this class of highway (1978 ADT is 170). A 4-foot (min.) walk is provided on the downstream side, separated from the roadway by guardrail to protect the many fishermen who use the bridge. The present alignment at the bridge has been retained both to minimize costs and to discourage increased speed through this recreation area.

Because of the historic nature of this site, your office requested special architectural treatment of the new bridge including consideration of a steel arch span. On Alternate "A" we have shown two alternate types of architectural treatment, American Indian designs cast into the concrete members or a steel facia panel with a slightly arched lower edge. Alternate "B" is a steel arch design.

Our preliminary estimate of costs for the various alternates is:

Basic slab span (Alternate A)	$141,000
American Indian designs in concrete	3,000
Steel facia panels	5,000
Steel Arch (Alternate B)	254,000
Stone veneer on abutments (Alt. A or B)	9,000

Because of the great difference in cost we have chosen Alternate "A". For architectural treatment our choice is the integral design in concrete rather than the add-on steel panel on a concrete bridge. We believe

REFERRED TO

Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Anderson

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ENGINEERING SECTION

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81-125-1307

the stone veneer would be worth the cost for esthetics and to discourage vandalizing.

If you concur with our choice, please have the proposed location of the abutments staked in the field to make sure that it is feasible.

ATB:smd

Encl.

cc H. A. Schell /w/ 1 encl.
Engineering /w/ 1 encl.
M. Banks-Env. Section /w/ 1 encl.

8947

~~CON 19-1~~
~~Sherar's Bridge~~

December 14, 1978

Pertains to a weight restriction for the Deschutes River Bridge Crossing on the Sherars Bridge Highway.

SEE: PMT 6

8947

290

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 133-1428

Bend, Oregon, 97701
September 25, 1978

FROM: Robert C. Pool
Region Construction Engineer

SUBJECT: Location Survey
Sherars Bridge

TO: Frank Terpin
Location Engineer

Here is the Location Survey for Sherars Bridge. The following items are enclosed:

BRIDGE – 1 roll Vicinity Map
1 book Field Notes
1 pad Letter of Transmittal, Location Engineer's Narrative, Locating Engineer's Statement, R/W Data, Pictures, Correspondence and Coordinates
SCOTT → 1 roll Cross-Section, Existing Bridge Ends

This location is an historic site. It was a river crossing for the old wagon road and is a traditional Indian fishing area. It is our feeling that the design for this structure should be something that is in harmony with, and perhaps compliments the environment. We would like to participate in a review of the design alternatives.

It would be desirable to have sidewalks on both sides of the structure. We are taking a few more cross-sections at the bridge ends to determine if additional right-of-way is required (existing R/W is 60 feet). Minor right-of-way acquisition should not be a problem because it is privately owned.

We recommend that the new structure be built at the same location and alignment as the existing structure. Traffic conditions do not warrant any major realignment. Also, I'm sure the Indians, Fish and Game Commission, and the steelheaders would oppose a realignment.

If the design selected can be stage constructed, that would be the way to go. If it can't, we could close the road or put in a detour and a temporary crossing.

Some additional work will have to be done on this survey, but we chose to delay it until a structure design is selected.

RCP:pw
Enclosures
cc: Walt Hart
W. Reid Meritt

RECEIVED
SEP 26 1978
LOCATION SECTION

8947

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

16590
Serial 229
12 May 1978

State of Oregon
Department of Transportation
ATTN: Mr. D. E. Swan
Federal Aid Engineer
State Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

RE: Navigability of Deschutes Rv.

Gentlemen:

By letter of 13 January 1978 you were requested to furnish factual characteristics on the Deschutes River at the site of the proposed Sherars bridge replacement. This information was forwarded by your letter of 21 March 1978.

From the information you submitted, along with other information solicited, it has been determined the Deschutes River at the site of the Sherars bridge is not a navigable waterway of the United States. No bridge permit will be required for the proposed bridge.

Your cooperation in furnishing the requested information is appreciated.

Sincerely,

SIGNED

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to: (1) CDOT, Bob Ellison, Salem, OR
(2) FHWA, Herb Schell, Salem, OR

RECEIVED
TECHNICAL SERVICES
MAY 18 '78
REFER TO
FOR
Info | Inves | R/D | D/R | S/M | Ast | Eng
K

5-18-78 cy

RECEIVED
MAY 17 1978
BRIDGE SECTION

NOTED
R. W. ELLIS

5947

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1978

NOTED
E. S. HUNTER

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Sherars Bridge over the
Deschutes River
Sherars Bridge Highway, No. 290
Bridge 0939
Navigability

Your letter of January 13, 1978 addressed the subject of navigability for the Sherars Bridge across the Deschutes River in Wasco County and included a questionnaire entitled "Factual Characteristics for Navigability Determinations." The questionnaire has been completed and is attached. Also attached are three photos of the bridge site.

This bridge is in a solid rock natural flume with deep water at this location. Downstream the water becomes approximately four to five feet deep and the riverbed is strewn with boulders which make navigation impossible for all but a jet sled. This is another one of the many streams which are a part of "Beautiful Oregon" but do not serve the interest of navigation and should not be classed as navigable.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Structural
Design Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
Dale Allen

RECEIVED
TECHNICAL SERVICES
MAR 21 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Engr | Act | File

Form 81-731-0027 (9-77)

19.47

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Sherars Bridge

DATE: February 14, 1978

The state has reviewed your project and reached the following conclusions:

2/21/78
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 4 Engr.
Dist. 9 Engr.
Aeronautics Div.
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
FEB 24 '78
REFER TO
FOR
Init | Invest | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7801 2 170

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

NOTED
H.S.COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JAN 25 1978

PNRS STATE REVIEW

Project #: 7801 2 170 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife is not opposed to replacing Shears Bridge providing it is replaced at its present site (Alternative II) or the new structure is placed immediately upstream from the old bridge.
We are opposed to Alternative I because it would eliminate an extremely popular salmon and steelhead angling area. Historically, that site has been used by Indians and non-Indian fishermen and is one of the more productive angling locations on the river.

Agency Fish & Wildlife By William E. Peters
ENVIRONMENTAL MANAGEMENT SECTION 1/24/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 170 Due Date: FEB 10 1978

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

THE SHERARS BRIDGE IS EXTREMELY SENSITIVE FOR HISTORIC AND ARCHAEOLOGIC RESOURCES. THE PLANNING ENVIRONMENTAL SECTION SHOULD CONDUCT A CULTURAL RESOURCE SURVEY TO ASSESS IMPACT FROM THIS PROJECT. THIS OFFICE SHOULD THEN REVIEW THE RESULTS OF THE SURVEY AND COMMENT FURTHER.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David O Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 170 Due Date: FEB 10 1978

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

RECEIVED
JAN 13 1978
DIVISION OF STATE LANDS

- - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By MM

(42) 8947

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 10, 1978

TO Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic Development District
Wasco County Courthouse, Annex B
The Dalles, OR 97058

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 9
Section: Sherars Bridge
Highway: Sherars Highway OR Rt. 216
County: Wasco

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 9, 1978.

NOTED
H.S. COULTER

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 4: Carl M. Williams
District 9: R. S. Hawkins
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JAN 10'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT: Department of Transportation [45 | 46] DIVISION: Highway [79

03 12] APPLICANT ADDRESS STREET: O'DOT Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: D. H. Moehring [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Sherars Bridge [71

11 12] PROJECT LOCATION—CITY: Sherars Highway OR Rt. 216 | PROJECT LOCATION—COUNTY: Wasco | PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The project entails dismantling the existing structure and replacing it with a structure which meets modern standards. Whether or not new highway connections to the bridge will be necessary depends on the alternative selected. Alternative 1 [71

07 12] would replace the existing bridge with a new structure immediately downstream and alongside the old structure (which would be dismantled). Alternative 2 would replace [71

08 12] the existing bridge at its present site (in site replacement). Alternative 3 would do nothing to correct present bridge defeciencies, requiring continuation of load [71

09 12] restriction & alignment. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
(A) Grant [19	(B) Other [27	(C) State [35	(D) Local [43	(E) FUNDS [51	(F) FUNDS [60
43,500	-	14,500	-	-	58,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: Jan. 10, 1978	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42]: Feb. | 43] DAY [44]: 9 | 45] YEAR [46]: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 10, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

BRS-148(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 23, 1977

Section Sherar's Bridge — Unit (if appl)

County Wasco — City

Highway ORE 216 (Sherars Br. Hwy.) — State Hwy. No. 290

Termini: M.P.(if appl) 7.65 at Deschutes River — Length

Region 4 — Construction Estimate $57,500 Program Amount

B. Purpose of Project:

Replace existing bridge with new structure. The bridge currently in place is substandard with respect to roadway width and load carrying capacity; a load restriction is now in effect. The new structure would upgrade the safety of the subject crossing. Further, the annual cost of maintaining the new structure would be substantially lower than costs incurred on the existing structure, which is 62 years old.

C. Origin & History of Project:

Bridge inspections have determined the need for bridge replacement and the replacement project is high on the Region 4 "Priority Bridge Replacement" listing. The subject replacement is a component of the "Special Bridge Replacement Program" approved by the Oregon Transportation Commission on June 21, 1977.

D. General Description of Project: The project entails dismantling the existing structure and replacing it with a structure which meets modern standards. Whether or not new highway connections to the bridge will be necessary depends on the alternative selected. Alternative 1 would replace the existing bridge with a new structure immediately downstream and alongside the old structure (which would be dismantled). Alternative 2 would replace the existing bridge at its present site (in situ replacement). Alternative 3 would do-nothing to correct present bridge defeciencies, requiring continuation of load restrictions.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2 ; Med. ____; Shldrs. X ; Parking ____

Traffic: Existing Facility: Existing ADT 170 ; Projected ADT 170 ; Yr. 1990

Existing Level of Service A

Proposed Facility: Projected ADT 170 ; Yr. 1990

Projected Level of Service A

Right of Way: Additional anticipated Possibly ; if yes, give approx. No. Parcels_____
Yes, No

Acres ± 1 ; Type of Relocation Req. None ; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any: It is not anticipated that a materials source or borrow source will be required; existing commercial sources will fulfill the need. Material from the dismantling of the existing bridge will be disposed of by the contractor and controlled under the auspices of the "Standard Specifications for Highway Construction".

Type of Structure(s):

Most likely reinforced concrete with precast, prestressed concrete slabs.

Brief Description of River or Stream and Type of Involvement, if any:

No modification of the stream bed anticipated. Minor excavation of the canyon walls would be required to affix bridge abutments.

Local City, County or COG priorities of project:

None identified. Project involves state secondary highway in rural Wasco County and as such would not be prioritized by local units of government.

FHWA and/or OSHD approvals given, if any:

None to date. Project is on "Six Year Highway Improvement Program," although a source of funds may not be available.

Location or Design Alternatives (identify and describe): Alternatives being investigated include: 1) Locating a new structure immediately downstream from the existing bridge; 2) Replacing the existing bridge at its present location (in situ); and 3) Continued maintenance of the existing structure. See "General Description of Project" for additional information.

Other Descriptive Information or Comments:
The proposed work will be planned so as to not interfere with Indian and sports fishing. Removal of the existing structure will be done in accordance with "Standard Specifications for Highway Construction," Section 202. At a minimum this policy assures that debris associated with the removal and construction of bridges will be kept out of the stream bed.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in the Deschutes River canyon at an elevation of about 725 feet msl. Steep, grassy hillsides rise abruptly from the river to elevations averaging about 1600 feet msl. Average annual precipitation is light - totalling about 10 inches. Vegetation is sparse, primarily consisting of grass on the hillsides and scattered willow and cottonwood along the river. In season, the Deschutes carries large runs of anadromous fish. The surrounding area supports deer and upland game birds.

2. Cultural:

The project area is sparsely populated. Much of the surrounding land is used for grazing. Some grain crops are grown on alluvial terraces bordering the river. A small amount of irrigated farmland is located on Buck Hollow Creek, east of the project. Sherars Bridge is a beginning point for white-water boating on the Deschutes. The Deschutes River from Warm Springs to its confluence with the Columbia is designated a "State Scenic Waterway." As such it is afforded by state law special scenic protection to protect its aesthetic and recreational value. The Sherars Bridge vicinity is important to local Indian culture (primarily the Warm Springs tribe) since it is well-suited for "dip-netting" salmon and steelhead, due to the presence of falls upstream from the bridge.

General Description of Project - Continued

and special measures to ensure minimal structural standards are maintained.

The advantage of Alternative 1 is that it would avoid the use of a lengthy detour route during construction as the present bridge could be used until the new bridge is constructed. However, this alternative would be somewhat more costly to construct because the bridge span would be slightly longer and roadway connections would have to be built. Another disadvantage of Alternative 1 is that it may leave signs of where the old bridge supports were connected to the canyon walls. However, these disadvantages are not considered significant.

The main advantage of Alternative 2 is its lower cost (the existing site is at the narrowest portion of the gorge) and less potential of scaring the canyon walls. A major disadvantage of this option is that it requires a detour as discussed above and under "Estimated Impact on Traffic Patterns."

Alternative 3 would maintain the status quo, but at an increasing cost over time. The high cost of maintenance could lead to eventual closing of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Alternative 1 would require a minor amount of right-of-way for the reconnection of the highway to the new bridge crossing; reconnaissance surveys have not yet been conducted, but acreage totals should be less than one acre. Alternatives 2 & 3 would not require additional right-of-way.

2. Estimated Impact on Traffic Patterns:

Alternative 1 would require a lengthly detour during the construction period which would last several months. The detour route would reroute traffic southerly to Maupin, then northerly on a gravel surfaced BLM road, reconnecting with ORE 216 east of Sherars Bridge. The new bridge could be expected to attract some heavier vehicles, since a load restriction would be lifted.

Consequences--Air Quality, Noise, Safety, etc.:

The shift of traffic to a detour route would increase noise, fume and dust levels immediately off the travelled-way (Alternative 1). Habitation in the area is slight, however.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

Removal of a small amount of vegetation on either side of the existing bridge or proposed bridge.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

The new structure would modify the local landscape since it is not identical with the existing structure. This change would not be stark, as the new structure will be designed to blend with the landscape to the fullest extent possible with available funds.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

1) Avoiding disturbance of the fishery.
2) Avoiding disturbance of float trips.

7. Potential for Controversial Issues:
Slight - provided that:the new structure blends reasonably well with the physical setting; scars from the removal of the existing bridge are unnoticeable; and construction does not interfere with fishing in the area.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Area not part of strategic air shed; air quality would only be minimally affected by operation of machinery and generation of dust during the construction period.

b. Noise Standards
Noise will be of consequence only during the short construction period. Pertinent noise emission guideline should be met.

c. Water Quality Standards
The project should not affect the quality of water as river involvement is not expected.

d. Area Land Use and Transportation Plans, and Zoning
Project is unrelated to these concerns.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project is small in scale, affecting a low volume rural-secondary highway. Right-of-way requirements would be small to non-existant, affecting land area of low biological productivity. The project can be accomplished without significantly disturbing the local cultural and natural resource. For these primary reasons the project is not expected to have a significant effect on the quality of the human environment.

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4

1947

STATE OF OREGON

INTEROFFICE MEMO

December 28, 1977

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 4 : Carl Williams
District 9 : R. S. Hawkins
Region 4 Geologist: Rolland Vancleave
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Sherar's Bridge
ORE 215 (Sherars Br. Hwy.)
Wasco County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

BLG:dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 5 78
REFER TO
FOR

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 14, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. BRS-148(-)
Sherar's Bridge
ORE 215 (Sherars Br. Hwy)
Wasco County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 1, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Koppe
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Fenton, Reg 4)

1331428

RECEIVED
TECHNICAL SERVICES
DEC 16 77
REFER TO
Proj. Mgmt.
FOH
Info | Lmgr | R/D | D/R | Engr | Agt | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

BRS-148(-)

PART 1. GENERAL INFORMATION

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Date November 23, 1977

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County Wasco — City _____

Highway ORE 216 (Sherars Br. Hwy.) — State Hwy. No. 290

Termini: M.P.(if appl) 7.65 at Deschutes River — Length _____

Region 4 — Construction Estimate $57,500 (Program Amount)

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C. Origin & History of Project:

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Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. ____; Shldrs. X; Parking ____

Traffic: Existing Facility: Existing ADT 170; Projected ADT 170; Yr. 1990

Existing Level of Service A

Proposed Facility: Projected ADT 170; Yr. 1990

Projected Level of Service A

General Description of Project - Continued

and special measures to ensure minimal structural standards are maintained.

The advantage of Alternative 1 is that it would avoid the use of a lengthy detour route during construction as the present bridge could be used until the new bridge is constructed. However, this alternative would be somewhat more costly to construct because the bridge span would be slightly longer and roadway connections would have to be built. Another disadvantage of Alternative 1 is that it may leave signs of where the old bridge supports were connected to the canyon walls. However, these disadvantages are not considered significant.

The main advantage of Alternative 2 is its lower cost (the existing site is at the narrowest portion of the gorge) and less potential of scaring the canyon walls. A major disadvantage of this option is that it requires a detour as discussed above and under "Estimated Impact on Traffic Patterns."

Alternative 3 would maintain the status quo, but at an increasing cost over time. The high cost of maintenance could lead to eventual closing of the bridge.

Right of Way: Additional anticipated Possibly / Yes, No; if yes, give approx. No. Parcels_____

Acres ± 1; Type of Relocation Req. None; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: It is not anticipated that a materials source or borrow source will be required; existing commercial sources will fulfill the need. Material from the dismantling of the existing bridge will be disposed of by the contractor and controlled under the auspices of the "Standard Specifications for Highway Construction".

Type of Structure(s):

Most likely reinforced concrete with precast, prestressed concrete slabs.

Brief Description of River or Stream and Type of Involvement, if any:

No modification of the stream bed anticipated. Minor excavation of the canyon walls would be required to affix bridge abutments.

Local City, County or COG priorities of project:

None identified. Project involves state secondary highway in rural Wasco County and as such would not be prioritized by local units of government.

FHWA and/or OSHD approvals given, if any:

None to date. Project is on "Six Year Highway Improvement Program," although a source of funds may not be available.

Location or Design Alternatives (identify and describe): Alternatives being investigated include: 1) Locating a new structure immediately downstream from the existing bridge; 2) Replacing the existing bridge at its present location (in situ); and 3) Continued maintenance of the existing structure. See "General Description of Project" for additional information.

Other Descriptive Information or Comments:
The proposed work will be planned so as to not interfere with Indian and sports fishing. Removal of the existing structure will be done in accordance with "Standard Specifications for Highway Construction," Section 202. At a minimum this policy assures that debris associated with the removal and construction of bridges will be kept out of the stream bed.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in the Deschutes River canyon at an elevation of about 725 feet msl. Steep, grassy hillsides rise abruptly from the river to elevations averaging about 1600 feet msl. Average annual precipitation is light - totalling about 10 inches. Vegetation is sparse, primarily consisting of grass on the hillsides and scattered willow and cottonwood along the river. In season, the Deschutes carries large runs of anadromous fish. The surrounding area supports deer and upland game birds.

2. Cultural:

The project area is sparsely populated. Much of the surrounding land is used for grazing. Some grain crops are grown on alluvial terraces bordering the river. A small amount of irrigated farmland is located on Buck Hollow Creek, east of the project. Sherars Bridge is a beginning point for white-water boating on the Deschutes. The Deschutes River from Warm Springs to its confluence with the Columbia is designated a "State Scenic Waterway." As such it is afforded by state law special scenic protection to protect its aesthetic and recreational value. The Sherars Bridge vicinity is important to local Indian culture (primarily the Warm Springs tribe) since it is well-suited for "dip-netting" salmon and steelhead, due to the presence of falls upstream from the bridge.

8. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Alternative 1 would require a minor amount of right-of-way for the reconnection of the highway to the new bridge crossing; reconnaissance surveys have not yet been conducted, but acreage totals should be less than one acre. Alternatives 2 & 3 would not require additional right-of-way.

2. Estimated Impact on Traffic Patterns:

Alternative 1 would require a lengthly detour during the construction period which would last several months. The detour route would reroute traffic southerly to Maupin, then northerly on a gravel surfaced BLM road, reconnecting with ORE 216 east of Sherars Bridge. The new bridge could be expected to attract some heavier vehicles, since a load restriction would be lifted.

Consequences--Air Quality, Noise, Safety, etc.:

The shift of traffic to a detour route would increase noise, fume and dust levels immediately off the travelled-way (Alternative 1). Habitation in the area is slight, however.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

Removal of a small amount of vegetation on either side of the existing bridge or proposed bridge.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

The new structure would modify the local landscape since it is not identical with the existing structure. This change would not be stark, as the new structure will be designed to blend with the landscape to the fullest extent possible with available funds.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

1) Avoiding disturbance of the fishery.
2) Avoiding disturbance of float trips.

7. Potential for Controversial Issues:
Slight - provided that:the new structure blends reasonably well with the physical setting; scars from the removal of the existing bridge are unnoticeable; and construction does not interfere with fishing in the area.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Area not part of strategic air shed; air quality would only be minimally affected by operation of machinery and generation of dust during the construction period.

b. Noise Standards
Noise will be of consequence only during the short construction period. Pertinent noise emission guideline should be met.

c. Water Quality Standards
The project should not affect the quality of water as river involvement is not expected.

d. Area Land Use and Transportation Plans, and Zoning
Project is unrelated to these concerns.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project is small in scale, affecting a low volume rural-secondary highway. Right-of-way requirements would be small to non-existant, affecting land area of low biological productivity. The project can be accomplished without significantly disturbing the local cultural and natural resource. For these primary reasons the project is not expected to have a significant effect on the quality of the human environment.

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4

Form FHWA 121 (Rev. 5-73) 8947

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 14, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. BRS-148(-)
Sherar's Bridge
ORE 215 (Sherars Br. Hwy)
Wasco County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 1, [illegible] memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Koppe
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Fenton, Reg 4)

RECEIVED
TECHNICAL SERVICES
DEC 16 '77
REFER TO
Proj. Mgmt
FOR
Info | Inves | R/D | D/A | Dsgn | Act | File

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES Construction Contracts
ARRANGEMENT OF RECORDS by Contract Numbers
INDEX

INDEXING BEGINS WITH : 8909 #1 ENDS WITH 8947

FLASH CARDS: Continued from Reel 208

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	209	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 7th DAY OF March 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokelay

SIGNATURE OF CAMERA OPERATOR